

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Western Maryland Railroad, Allegany County Survey Number: AL-V-A-318
Connellsville Subdivision

Project: Allegheny Highlands Trail Agency: Allegany County Dept. of Community Service

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended X Eligibility not recommended _____

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Justification for decision: (Use continuation sheet if necessary and attach map)

Allegany County plans to incorporate the Western Maryland Railroad and its right of way into a hiker-biker trail. That portion of the railroad which is under the control of the National Park Service (NPS) along the C&O Canal was nominated to the National Register of Historic Places in 1981 (MHT I.D. #AL-I-B-74). Based on the information provided, it appears that the Western Maryland Railroad (AKA Western Maryland Scenic Railroad) is also eligible. This linear District is eligible for the National Register of Historic Places under criterion A, as an example of Maryland's Railroad History, and Criterion C, as an engineering example.

Documentation on the property/district is presented in: Project Review and Compliance files

Prepared by: Anne Bruder

Anne Bruder
Reviewer, Office of Preservation Services

10/30/98
Date

NR program concurrence: X yes ___ no ___ not applicable

B. Krivitz
Reviewer, NR program

12/18/98
Date

Survey No. AL-V-A-3/8

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
☒ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☒ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

- ☐ Subsistence
☐ Settlement

☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaptation

IV. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture, and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☒ Transportation

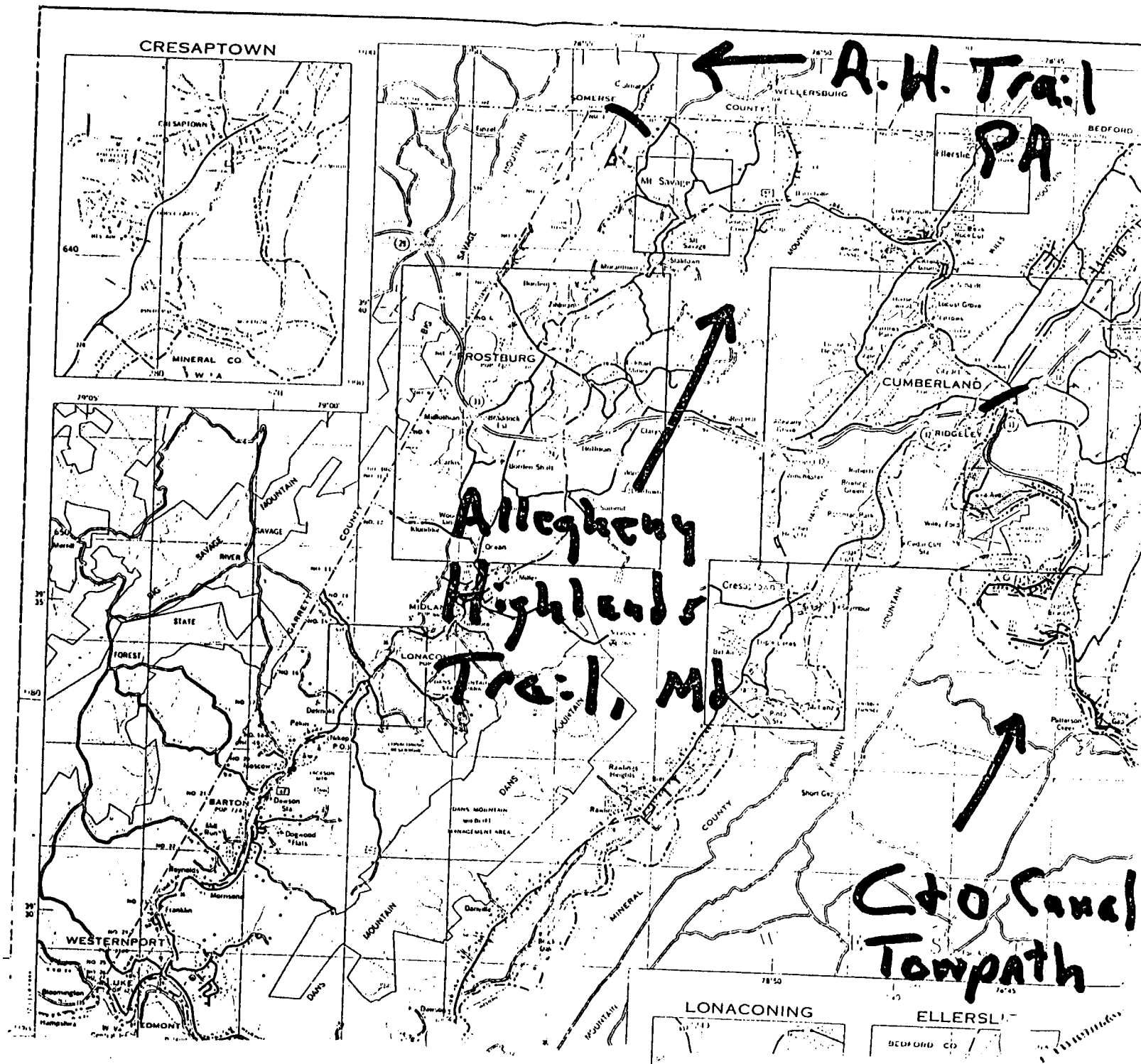
V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Transportation

Known Design Source: _____

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Enclosure "3"



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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Western Maryland Railway Connellsville Subdivision Historic District

other names/site number AL-V-A-318

2. Location

street & number bounded by the north side of the Baltimore Street grade crossing in Cumberland on the south and the Maryland-Pennsylvania state line on the north not for publication ☐

city or town Cumberland and Frostburg vicinity X
state Maryland code MD county Allegany code 001 zip code

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally.

(☐ See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

(☐ See continuation sheet for additional comments.)

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Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

____ entered in the National Register _____
 ___ See continuation sheet.
____ determined eligible for the _____
 National Register
 ___ See continuation sheet.
____ determined not eligible for the _____
 National Register
____ removed from the National Register _____
____ other (explain): _____

Signature of Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

☒ private
☒ public-local
☒ public-State
☐ public-Federal

Category of Property

(Check only one box)

☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing

0
2
16
0
18

Noncontributing

9
0
5
0
14

buildings
sites
structures
objects
Total

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Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related

<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related

<u>TRANSPORTATION</u>	<u>pedestrian-related</u>
<u>WORK IN PROGRESS</u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

7. Description

Architectural Classification (Enter categories from instructions)

<u>Other: railroad line</u>
<u>Other: Baltimore (Petit) through truss</u>
<u>Other: plate girder through truss</u>
<u>Other: plate girder deck truss</u>
<u>Other: concrete arch bridge</u>
<u>Other: concrete tunnel</u>
<u>Other: concrete abutments and wingwalls</u>
<u>Other: iron signal stands</u>
<u>Other: iron telltales</u>
<u>Other: rural landscape</u>

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Materials (Enter categories from instructions)

foundation stone ballast
roof concrete (tunnels)
walls iron (bridges)
concrete (bridges & tunnels)
other iron signal stands and telltales
steel rails, wood ties

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or a grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

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Areas of Significance (Enter categories from instructions)

Transportation

Period of Significance 1910-1976

Significant Dates 1912

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Carter Construction Company, Chicago, IL
McClintic Marshall Construction Co, Pittsburgh, PA
American Bridge Company

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

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USDI/NRHP Registration Form

Western Maryland Railway

Connellsville Subdivision Historic District

Allegany County, Maryland

Primary Location of Additional Data

- ☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☒ Other

Name of repository Western Maryland Railway Historical Society, Union Bridge, MD
Maryland Historical Society, Baltimore, MD

10. Geographical Data

Acreage of Property _____

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing
A _____ C _____
B _____ D _____
☒ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Stuart Paul Dixon/Senior Architectural Historian

organization Louis Berger & Associates, Inc. date May 1999

street & number 1819 H Street NW, Suite 900 telephone (202) 331-7775

city or town Washington state DC zip code 20006

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Additional Documentation

(Submit the following items with the completed form:)

Continuation Sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name See Continuation Sheet

street & number _____ telephone _____

city or town _____ state ____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

DESCRIPTION SUMMARY

The Western Maryland Railway Connellsville Subdivision comprises a roughly 20-mile linear historic district composed of 16 major contributing structures and two sites documenting the Connellsville line's former right-of-way through northwestern Allegany County, Maryland. The rail line begins in the City of Cumberland, then passes through the Narrows, a natural formation cut between Haystack Mountain and Wills Mountain by Wills Creek, west of the city. The line exits the Narrows and ascends through the rural hills and mountainsides west and north of Cumberland. After passing the northern edge of Frostburg in western Allegany County, the line extends northward to the Pennsylvania state line. The route rises roughly 1,625 feet at a maximum 1.75 percent grade between Cumberland and the state line, and provides beautiful vistas of the hills, dales, and communities in the Wills Creek and Jennings Run valleys. The district also includes a portion of the former Wharf Branch located in Cumberland south of the Connellsville line between the Baltimore & Ohio (B&O) Railroad Viaduct and the former City Junction yard area.

In addition to the site of the railroad grade, consisting of cut and fill sections, ballast, wood ties, and steel rails, the district includes eight bridges, two tunnels, two signal towers, two telltale masts, a box culvert, a pair of bridge abutments, and a cave filled with fossils. Most vestiges of the former railroad, including the rails, ties, and ballast, have been removed from the former right-of-way north of Frostburg. This section's grading has preserved the overall feeling of the railroad's original grade. Save for the urban character of the rail line in Cumberland, the district traverses a rural landscape punctuated by unimpeded vistas of northwestern Allegany County's mountains, valleys, and rural towns. The district also passes through some suburban development west of the Narrows.

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Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

GENERAL DESCRIPTION

The Western Maryland Railway (WMRY) Connellsville Subdivision Historic District stretches for approximately 20 miles between the City of Cumberland and the Commonwealth of Pennsylvania in northwestern Allegany County, Maryland (Figures 1 and 2). The former rail line rises roughly 1,625 feet at a maximum grade of 1.75 percent and provides beautiful vistas of the rural settings of the Wills Creek and Jennings Run valleys. Bounded on its south by the Baltimore Street grade crossing in Cumberland (near milepost 166) and on its north by the Pennsylvania state line (adjacent to milepost 186), the district encompasses the Connellsville line's right-of-way and 18 associated principal structures and sites within the right-of-way that document the rail line's contribution to the region's growth during the early twentieth century. In addition to the former railroad grade, consisting of cut and fill sections, ballast, wood ties, and steel rails, contributing resources within the district include eight bridges, two tunnels, two signal towers, two telltale masts, a box culvert, a pair of bridge abutments, and a fossil-filled cave. The existing tracks consist primarily of 132-pound-per-yard steel rails. The rail line also has numerous grade crossings and culverts.

In Cumberland the rail line consists of dual tracks composed of rails spiked to wooden ties embedded in stone ballast (Plate 1; Figures 3 and 4 contain keys to photograph locations). The tracks traverse an urban neighborhood of scattered industrial and commercial buildings adjacent to Wills Creek in Cumberland. Between Cumberland and Frostburg the rail line consists of a single track slowly ascending the rural hills and mountains of western Allegany County (Plate 2). The single-track section of the WMRY possesses an adjacent vehicle drive along most of its length, which switches back and forth from one side of the rails to the other. Wooden telephone posts roughly 10 feet tall still line much of the surviving railroad tracks, although telephone wires no longer stretch between most posts. The Western Maryland Scenic Railroad currently uses the section of the former WMRY between Cumberland and Frostburg for its tourist excursion railroad. North of Frostburg, most physical aspects of the railbed, including the rails, ties, and ballast, have been removed from the right-of-way (Plate 3). The clearing and grading of this section have preserved the overall feeling of the railroad's original grade. The district also encompasses a portion of the former Wharf Branch (Plate 4). Now covered with macadam, asphalt, and gravel driveways, the Wharf Branch roughly parallels the southern side of the Connellsville line between the B&O Viaduct and the former City Junction yard area in Cumberland.

The Connellsville Subdivision begins at the northern side of the Baltimore Street grade crossing in Cumberland (Plate 5). Lighted crossing signals, composed of metal posts roughly 15 feet high with "Railroad Crossing" crossbucks, point east and west warning oncoming traffic along Baltimore Street of approaching trains. The line then crosses to the western side of Wills Creek where one spur of a former industrial siding veers northwestward from the dual tracks between the creek and the Market Street Bridge spanning the WMRY (Plate 6). Continuing on a slight downgrade, the two tracks proceed under the Market Street Bridge and pass a former brewing complex located to the north of the rail line. West of the former

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Western Maryland Railway Connellsville Subdivision
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B&O viaduct, concrete bulkheads frame the dual tracks. The northern bulkhead forms part of Wills Creek's flood containment system, while the southern bulkhead serves as a foundation retaining wall for a lumber company warehouse built directly atop the bulkhead (see Plate 1). Proceeding further west on an upgrade, the rail line goes under the Valley Street bridge and passes another warehouse located to its south. A short distance west of the warehouse, a switched crossover joins the two tracks into one line. The second set of tracks has been removed from its ties west of this point, although many of the ties are still visible buried in topsoil. West of the crossover the rail line passes an area on its north that once functioned as the City Junction yard. Devoid of its tracks and associated yard master's building, the former yard now contains scattered small trees, underbrush, and tall grass. At the western end of the former City Junction yard, a spur curves off the Connellsville line to the northeast, leading to the former City Junction Bridge over Wills Creek that connected the line with the B&O. The Wharf Branch joined the Connellsville line at City Junction.

After leaving Cumberland, the rail line proceeds through the Narrows, a natural formation cut by Wills Creek between Haystack and Wills mountains. The single track of the Connellsville line sits atop a terrace on the southern and western side of the Narrows, following the creek as it snakes its path between the two formations (Plate 7). US Route 40, the successor to the National Road, runs between the railroad and the creek. Scattered commercial establishments occupy areas between Route 40 and the creek.

North of the Narrows, the rail line begins its tortuous ascent of western Allegany County's mountains. Cut and fill sections characterize the remainder of the rail line's path. Its route follows the hillside overlooking the western side of Wills Creek before the first of three horseshoe curves reverses the line's direction, extending the line southward into Cash Valley from the mouth of Jennings Run. The cut section required by the curve unearthed a cavern containing a rich collection of vertebrate fossils, which provided the area's name of Bone Cave. At the southern end of Cash Valley, the second of the horseshoe curves again reverses the line's direction (Plate 8). Known as Helmstetter's Curve, the valley crossing provides a scenic vista of the surrounding agricultural land stretching throughout Cash Valley. Northwest of Helmstetter's Curve the rail line returns to the Jennings Run valley through the Brush Tunnel penetrating Piney Mountain, one of two tunnels built along the Maryland portion of the Connellsville line. West of Piney Mountain, the rail line continues its ascent along the hillsides above the southern side of Jennings Run, passing the village of Barrellville. A third horseshoe curve at Woodcock Hollow permits the line to follow the northern slopes of Federal Hill overlooking the town of Mount Savage (Plate 9). Southwest of Mount Savage, the rail line passes above the villages of Slabtown, Zihlman (Allegany Station), and Borden Mines.

As the rail line approaches the north side of Frostburg, an elongated cut section leads over and under the switchback rail lines of the former Cumberland & Pennsylvania Railroad (C&P). At "Switch No. 9" the existing rails curve off the WMRY Connellsville Subdivision and follow the C&P to its Frostburg Station. The WMRY grade continues southward and westward toward Frostburg. The WMRY's Frostburg Station once stood along the line's southern side a short distance east of New Hope Road. Scattered residential housing (Plate 10) characterizes the landscape north of Frostburg traversed by the Connellsville line. From

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Western Maryland Railway Connellsville Subdivision
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New Hope Road the line travels northward along the eastern side of Big Savage Mountain, an area generally devoid of development. This portion of the rail line also features the Borden Tunnel.

A number of major structures carry the Connellsville line over and through natural and manmade features as it wends its way to the Pennsylvania state line from Cumberland. An I-beam deck bridge carries the curving rail line over Wills Creek directly north of the Baltimore Street grade intersection in Cumberland (Plate 11). A large concrete pier set in the middle of the creek's concrete-lined channel supports the beams. Thirty-nine beams set roughly three feet apart extend perpendicularly across the southern portion of the span while 27 beams span the northern part. Twelve beams appear to stretch across the entire creek supported by the pier at mid-span. The 12 beams actually consist of beams butted end to end and joined to the pier. Metal sleepers laid atop the beams hold the dual tracks onto the bridge deck. Four-foot-wide metal grate walkways with welded angle-iron handrails occupy the exterior sides of the tracks. Although the bridge replicates a WMRY bridge crossing this location during the Connellsville line's period of significance, the current span's construction in the early 1970s, based upon the steel rails dated 1970 and 1971, does not permit the bridge to contribute to the district.

An iron truss bridge carries the WMRY over US Route 40 and Braddock Run at the western end of the Narrows (Plate 12). Previously documented as Bridge Number 1679 (MIHP #AL-V-B-151), the bridge consists of a double-span Baltimore (Petit) through truss set atop concrete abutments, wingwalls, and a concrete pier. A builder's plate on the northeastern post of the western span states that the McClintic Marshall Construction Company of Pittsburgh and Pottstown, Pennsylvania, erected the bridge in 1910. The bridge once spanned the Eckhart Branch railroad of the C&P, an electric trolley line, and a county road in addition to US Route 40 and Braddock Run.

The WMRY also spans the former C&P line near Frostburg atop twin plate-girder deck spans (Plate 13). Noted as Bridge No. 1801 on 1954 track diagrams (WMRY 1954), concrete abutments and wingwalls support the two spans carrying the rail line above one of the C&P's switchback lines leading to Frostburg Station.

Three concrete arch bridges carry the WMRY over county roads located north of Frostburg. The New Hope Road Bridge (Plate 14) consists of a single 20-foot concrete arch span with concrete abutments and wingwalls. Listed as Bridge No. 1811 on track diagrams (WMRY 1954), pipe railings top both parapets. Bridge No. 1816, a similar 20-foot concrete arch span carrying the rail line over Mount Savage Road, also features concrete abutments, wingwalls, and pipe railings (Plate 15). The third concrete arch bridge (Plate 16) carries the railroad over a former tram road that provided brickworks located in Zihlman with access to clay pits three miles northwest of the village near Wolf Gap in Garrett County (Figure 5). This bridge, also a 20-foot arch with concrete abutments and wingwalls, is labeled on track diagrams as No. 1832 (WMRY 1954).

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A large box culvert north of the Borden Tunnel permits water to flow underneath the rail line (Plate 17). Terraced collection ponds west of the railroad grade gather water and direct it through the culvert, which is composed of a five-foot-wide concrete-faced opening topped with short parapets.

The City Junction Bridge crosses Wills Creek near the eastern end of the Narrows (Plate 18). Formerly part of the Georges Creek & Cumberland Railroad, the bridge connected that line and its successor WMRY with the B&O extending across the northern side of the Narrows and eastern portions of Cumberland. The bridge consists of a double-span plate-girder through truss. Builder's plates on the southwestern and northeastern girder faces state that the American Bridge Company erected the spans in 1936. The concrete pier and abutments incorporate stone from an earlier span's pier and abutments. A single track crosses the bridge but does not extend beyond a chainlink fence blocking the northeastern approach. A wooden plank walkway with a metal pipe handrailing has been laid upon the northwestern side of the spans.

The Connellsville line's two tunnels in Maryland both consist of concrete-lined tubes. The Brush Tunnel (MIHP #AL-V-B-134) extends 850 feet through Piney Mountain (Plate 19). Both the northern and southern portals consist of rectangular concrete faces with corbeled-edged round-arched openings. The tunnel's name and construction date of 1911 are incised in the portal's face above the archway. Borden Tunnel (MIHP #AL-V-A-126) displays similar features but does not possess the corbeled archway.

Several additional bridges span the WMRY. The Market Street Bridge in Cumberland, built in 1928 by the Vang Construction Company (according to a bronze plaque), consists of a three-span concrete-encased steel beam bridge featuring incised panels and parapets (Plate 20). The Maryland State Highway Administration and the Maryland Historical Trust determined the bridge eligible for listing in the National Register in 1997 (MIHP #AL-IV-A-150). Concrete abutments and piers support the spans. The southwestern wingwall incorporates large stone blocks used by an earlier bridge at this site. The former B&O Viaduct, now operated by CSX Transportation, still carries a rail line over the WMRY and Wills Creek (Plate 21). The bridge is a multiple-span closed-spandrel concrete arch structure; the year 1909 is incised in its concrete abutments' face. The C&P switchback bridge over the WMRY near Frostburg, structure no. 1802 on track charts (WMRY 1954), consists of a plate-girder through truss span atop concrete abutments and wingwalls (Plate 22). A second C&P switchback bridge over the WMRY, no. 1804 (WMRY 1954), also features plate girder construction, although of the deck truss type. Concrete abutments and wingwalls support the deck truss bridge. Concrete abutments and wingwalls flanking the WMRY grade north of the Borden Tunnel (Plate 23) relate to a tramway that joined brickworks in Mount Savage with clay deposits situated near Sampson Rock in Garrett County (see Figure 5). Modern structures less than 50 years old spanning the WMRY include the 1996 Valley Street Bridge in Cumberland and a modular metal truss span carrying Parkersburg Road over the WMRY east of Frostburg.

A variety of railroad-related resources survive along the Connellsville Subdivision. Similar to the Baltimore Street grade crossing in Cumberland, the Cash Valley Road grade crossing adjacent to Helmstetter's Curve possesses a crossing-light signal facing each approaching lane of traffic (Plate 24). A short distance

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Western Maryland Railway Connellsville Subdivision
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northwest of the intersection stands the Helmsteder Brick House (MIHP #AL-V-B-091), a two-story five-bay-wide ell-shaped dwelling built circa 1850. As the railroad primarily traverses relatively remote areas, many grade crossings often consist of unmarked intersections without signals, such as the Dakota Avenue crossing (see Plate 2), or possess merely a wooden post with a crossbuck warning sign. Metal pipe swing gates block vehicular access to the railroad grade at most of the rail line's grade crossings. In addition to Cash Valley Road and Dakota Avenue, principal grade crossings also occur at Manteo Road, Woodcock Hollow Road, Patty Baker Road, and Trimble Road.

Two telltale height gauges still stand above the rail line in Cumberland between the Market Street Bridge and the B&O Viaduct (Plate 25). Each tell tale consists of two vertical metal posts set into concrete footers, one on each side of the rails. A horizontal pole spans the two vertical posts. As they pass under the tell tale, rail cars and locomotives that are too high will hit ropes hung over the tracks from wooden planks suspended from the horizontal pole, thus indicating whether the rolling stock possesses sufficient clearance to pass under bridges further down the line.

Two signal towers stand over the tracks near the Trimble Road grade crossing (Plate 26) and the Parkersburg Road overpass. Erected following a standard design developed by the Chicago, Rock Island and Pacific Railroad (Wongus 1995:7-12), the signal towers or bridges consist of metal I-beam posts approximately 30 feet high set into concrete footers on both sides of the rails. A horizontal I-beam connects the two posts. Signal mounting plates are welded to the underside of the horizontal beam. Metal ladders on the western post serve as a ladder to the top of the signal tower. A metal grate walkway, partially cantilevered over the edges of the top I-beam flange, provides further access to the signal tower's mounting plates. Metal posts linked by wire cable provide railings on either side of the walkway.

A few manual throw switches also survive along the WMRY. A switch located at the east end of the City Junction area joins the dual tracks running through Cumberland into a single track (Plate 27). The switch's cast iron parts display the inscription "Bethlehem Steel Co Main Line Safety Stand." A slender metal pole rising from the middle of the switch machine possesses metal reflecting plates that communicate the position of the switch to approaching trains. Another manual throw switch located west of the Patty Baker Road grade crossing possesses reflective plates placed directly atop the hand throw (Plate 28). The switch's castings display the inscription "Bethlehem New Century Adjustable" with the date 1941. The year 1953 is cast into the surface of the switch's base plate.

Mileposts also stand alongside the rail line. Milepost 170 stands on the west side of the tracks a short distance north of the Manteo Road grade crossing (Plate 29). A four-foot-high triangular concrete monolith, the milepost displays "B" and "170" incised on its angled planes facing either approach of the rail line, indicating the location is 170 miles from Baltimore. Black paint fills the printing and white paint covers the rest of the post. Some locations exhibit mileposts composed of iron posts with metal plates facing oncoming traffic containing the mileage from Baltimore.

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Five commercial and industrial buildings stand alongside the rail line in Cumberland. The former Hirsch Brothers leather hide warehouse, built circa 1921, stands a short distance west of the rail line between the Wills Creek and Market Street bridges (Plate 30). Three stories tall with seven-to-one common bond brick walls and an asphalt shingled gable roof, the Hirsch Brothers structure has been built into the bank of Cumberland Street. The building's first-story northeastern elevation empties at grade. The building's third story is accessed through the Cumberland Street (southwestern) elevation. Eight bays penetrate the southeast gable end while nine bays occupy the northeast elevation. Windows consist of three-over-three wooden sash with decorative scroll-work headers. Loading bays occupy first- and second-story openings of the northeastern elevation. A rail siding once led southeastward from under the Market Street bridge to a loading dock along this elevation. Depressions in the soil along the siding's former grade indicate its former position northwest of the building.

The German Brewing Company stands along the northeastern side of the rail line southeast of the Market Street Bridge (Plate 31). Built in 1936, according to a datestone on the northeastern corner of the building, the building formed part of a complex that included buildings located on the northwestern side of Market Street. One story tall with brick walls, the building displays Art Deco cast concrete parapets atop its six-bay-wide main northwestern elevation facing Market Street. Nine bays, some defined by corbeled brick piers, penetrate the southwestern elevation facing the rail line. Three rail sidings once occupied the macadam lot of the loading dock area along the southwestern elevation. Metal industrial sash occupies most window openings. Many window and loading bay openings have been filled with concrete block. Related buildings on the northwestern side of Market Street consist of an elongated two- and three-story brick structure with a terra cotta coping (see Plate 25).

A two-story elongated metal-sided frame structure located alongside the southwestern side of the Connellsville line now functions as a lumber warehouse (see Plate 1). Originally built circa 1921 as part of a large tannery complex, the structure has lost most of its related buildings. A former hydraulic cement manufactory and warehouse stands between the former Wharf Branch and the southwestern side of the Connellsville line northwest of the Village Street Bridge (see Plate 4). An elongated structure with a gable and monitored gable roof, the structure also displays a parapeted false front elevation facing Valley Street and three stories along its northeastern elevation beside the Connellsville line. Loading docks penetrate its Wharf Branch side, while six-over-six wooden windows occupy its Connellsville rail line elevation.

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SIGNIFICANCE SUMMARY

The Western Maryland Railway (WMRY) Connellsville Subdivision Historic District is significant under Criterion A, associations with broad patterns of history, for its contribution to the development of northwestern Allegany County and Maryland during the early twentieth century. Built between 1910 and 1912, the Connellsville Subdivision integrated several older short lines that had spurred the county's growth during the nineteenth century. The Connellsville Subdivision linked numerous coal-mining and brick-making industrial communities along these short lines with eastern, midwestern, and international markets via its connection with other rail lines at Connellsville, Pennsylvania, and the WMRY's port terminal located at Port Covington, Maryland, near Baltimore. The Subdivision's construction also provided the impetus for the WMRY's system-wide 1912 Improvement Program, which modernized its rails and rolling stock to permit the efficient movement of goods and helped the WMRY earn its nickname as the "Fast Freight Line."

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RESOURCE HISTORY AND HISTORIC CONTEXT

Transportation networks and especially railroads have played an exceedingly important role in northwestern Allegany County's evolution since the mid-nineteenth century. Prior to the arrival of the Baltimore & Ohio (B&O) Railroad in Cumberland in 1842, and the completion of the Chesapeake & Ohio (C&O) Canal in 1850, Allegany County was predominantly a self-sufficient agricultural frontier. Although the Cumberland or National Road traversed Allegany County during the early 1800s, most development focused in the county's largest village of Cumberland. The introduction of the B&O and C&O intensified settlement in Cumberland and surrounding areas of the county (Stegmaier et al. 1976). Access to the rail and canal transportation networks encouraged the development of the region's iron, coal, and fire clay resources in interior areas of the county. Exploitation of the region's natural resources in turn precipitated further infrastructure improvements to link the iron furnaces, coal mines, brickworks, and their associated villages with the B&O. The Western Maryland Railway Connellsville Subdivision was the successor to and culmination of these broad patterns in Allegany County and western Maryland's history, and further contributed to the region's development during the twentieth century.

Taking advantage of nearby deposits of coal, iron ore, limestone, and fire clay, the Maryland & New York Iron & Coal Company established a blast furnace and rolling mill complex at Mount Savage along Jennings Run in the early 1840s. Probably undertaken to market rails to the B&O, the Maryland & New York company rolled the first iron rails in the United States in 1844. Composed of U-shaped rails weighing 40 pounds to the yard, the company used the new product to build its own rail line from their complex at Mount Savage, nine miles down Jennings Run and Wills Creek, to the new B&O yards in Cumberland. Labeled the Cumberland & Pennsylvania (C&P) Railroad, Figure 5 depicts the path of the Mount Savage rail line to Cumberland. The B&O operated three round-trip trains per day over the line to the Mount Savage works (Stakem 1999d). By the end of 1844 the Mount Savage rolling mill began producing T-rails weighing 50 pounds per yard (Mellander 1981:3).

Despite these innovations, the Maryland & New York company went bankrupt within a few years, and the Lulworth Iron Company acquired its assets in 1848. Reorganized as the Mount Savage Iron Works, the property encompassed three blast furnaces, the rolling mill, a foundry, three blowing machines, a brickworks, 4,800 acres of land, and 280 workers' houses in addition to the rail line to Cumberland (Mellander 1981:2-3). Employing over 900 persons during the early 1850s, the Mount Savage works comprised a vertically integrated manufacturing community based on the extraction of local natural resources and the manufacture of finished goods for export (Stakem 1999e). The ironworks erected its own canal wharf in Cumberland and extended the rail line to mines in Borden a few miles further west along Jennings Run. Although the Mount Savage ironworks went out of blast in 1868 and were dismantled during the 1870s, the C&P Railroad acquired the company's nearly 15 miles of railroad lines in 1854 (Stakem 1999d).

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The Eckhart Branch Railroad opened in 1846 to provide an outlet for coal mined along Braddock Run in northwestern Allegany County. Erected by the Maryland Mining Company to link its mine at Eckhart with the B&O and C&O canal in Cumberland, the Eckhart Branch extended along the southern side of Braddock Run for approximately nine miles to a connection with the Mount Savage Railroad at the western end of the Narrows. A four-span brick arch bridge (MIHP #AL-V-B-152) that carried the rail line over Wills Creek was dismantled in 1998. The Eckhart line required two tunnels and a large horseshoe curve at Clarysville on a three percent grade in order to ascend the Braddock Run valley (Mellander 1981:2, 15). Figure 5 illustrates the Eckhart Branch's line extending up Braddock Run. Construction of Interstate 68 destroyed the branch's tunnels and the horseshoe curve.

Prior to the completion of the C&O basin and wharves at Cumberland, the Maryland Mining Company also built the Potomac Wharf Branch in order to deliver its coal to Potomac River barges and canal boats. Also known as the Wharf Branch, this extension of the Eckhart Branch followed the Mount Savage line through the Narrows and crossed back over Wills Creek atop a three-span deck plate girder bridge located a short distance east of the present US Route 40 bridge. After its collapse in the 1860s, the Wharf Branch bridge was rebuilt with three stone piers with intermediate wooden bents for extra support (Stakem 1999b). Figure 6, a 1910 insurance map view of the Georges Creek & Cumberland Railroad's lines in Cumberland shortly after their acquisition by the WMRY, also depicts the Wharf Branch bridge over Wills Creek and the Wharf Branch's angled crossing of the Georges Creek & Cumberland line.

After the Cumberland Coal & Iron Company acquired the Maryland Mining Company's holdings, a switchback rail line was built linking the Cumberland company's coal mines at Hoffman with the Eckhart Branch. The Consolidation Coal Company bought the Cumberland company in 1870 and integrated the Eckhart Branch into its subsidiary C&P Railroad (Stakem 1999b).

The Georges Creek Coal & Iron Company established the Georges Creek Railroad in 1853. Originally founded in 1839, the Georges Creek company operated a blast furnace at Lonaconing in the Georges Creek valley and was the first United States furnace to successfully use bituminous coke instead of charcoal in its blast furnaces (Mellander 1981:1). Despite this technological leadership, the Georges Creek company could not get its iron products to market cheaply since carting expenses added too much to the cost of the goods. The company's construction of the Georges Creek Railroad southward from its furnace to Piedmont provided access to the newly completed B&O branch line located along the Potomac River. Unfortunately, the connection with the B&O came too late for the company's solvency and it went out of blast in 1855. Its rail line, however, formed an important component of the C&P Railroad, which acquired the line soon thereafter (Stakem 1999c).

The C&P, chartered in 1850, evolved into the area's leading short line and operated as a near monopoly serving the Georges Creek and Jennings Run coal mining areas of Allegany County during the late nineteenth century. After acquiring the Mount Savage and the Georges Creek railroads in the early 1850s, the C&P began construction of a rail line linking these two roads. In order to overcome the 800-foot rise

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in elevation between Mount Savage and Frostburg, the C&P built a double switchback that zig-zagged the railroad up the mountainside. The first switchback wye lay at the end of the C&P's yard at Borden Mines. Trains backed up to the second switchback, No. 9, located near the Consolidation Coal Company's Mine No. 9, and then proceeded forward to Frostburg (MIHP #AL-V-A-250). The C&P bored a 500-foot-long tunnel underneath Frostburg, entered the Georges Creek valley, and linked up with the former Georges Creek Railroad. Completed in 1856, the connection gave the C&P unrivaled access to Maryland's richest coal mining district. The C&P served 58 coal mines in the Georges Creek valley (Mellander 1981:15). The Consolidation Coal Company purchased the C&P in 1860, further solidifying the rail line's access to the region's mines and mining communities. Consolidation Coal's purchase of the Eckhart Branch Railroad provided the C&P access to coal mining communities located along Braddock Run. Consolidation Coal eventually owned over 8,000 acres of coal lands. By 1900 the C&P served 16 coal mines either owned or operated by the Consolidation Coal Company (Mellander 1981:2-3).

At its zenith, the C&P operated nearly 100 miles of tracks snaking through Allegany County's coalfields. The line provided passenger and mail service as well as freight hauling. Twelve passenger stations once stood beside its tracks. Along Jennings Run, the C&P served a limestone quarry and coal mine at Barrellville (MIHP #AL-V-B-286), and a brickworks and a coal mine at Sulphur Run (Mellander 1981:15). The C&P also served Union Mines No. 1 and 2, Consolidation Coal Mines No. 9 and 14, and the Union brick yard near the village of Allegany Mines, also known as Zihlman (MIHP #AL-V-A-275). The C&P's headquarters and shops at Mount Savage included an enameled-brick office building, a roundhouse, a turntable, and numerous machine and car shops. For most of its existence the C&P built and maintained its own locomotives and rolling stock at these shops (Stakem 1999a). The Mount Savage yards and shops once employed nearly 600 persons. Frostburg also possessed a small yard while additional enginehouse facilities were located at Westernport, Carlos Junction, and Eckhart (Mellander 1981:11). By the early twentieth century the C&P rail lines included 46 bridges, three tunnels, nine stations, 41 shops and engine buildings, and 51 other buildings. The Western Maryland Railway eventually purchased the C&P in 1944 for \$1.1 million (Mellander 1981:15, 20-21).

During the late nineteenth century, two rail lines, both financed by competitors of Consolidation Coal, were established to test the C&P's pre-eminence. The Pennsylvania Railroad in Maryland completed its rail line from the state line to Cumberland in 1879. Paralleling Wills Creek and the northern side of the Narrows, the Pennsylvania company met spirited resistance from the C&P; litigation was required before the Pennsylvania line could cross the C&P's tracks to connect with the B&O and the C&O canal (Mellander 1981:7). The Georges Creek & Cumberland Railroad (GC&C) began its line at approximately the same time. As its name implies, the GC&C connected Cumberland and the Georges Creek coal communities. The GC&C's line extended along the southern side of the Narrows and the southern side of Braddock Run. Completed in 1881, the GC&C generally followed the Eckhart Branch's route but at a slightly higher elevation through the valley (Killough 1940:40-41). The GC&C featured two tunnels and entered the Georges Creek Valley after crossing the summit of the ridge separating Braddock Run from Georges Creek at Pompey Smash, also known as Vale Summit. Figure 5 depicts the path of the GC&C through

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northwestern Allegany County. The Pennsylvania and the GC&C merged in 1888 and became the Georges Creek and Cumberland Railway. In 1907 the Western Maryland Railroad purchased a controlling share of the merged lines and used a provision in the GC&C's charter to build the Connellsville Subdivision (Mellander 1981:7-9) (see discussion below).

Chartered in 1852 as the Baltimore, Carroll & Frederick Rail Road Company, and renamed the Western Maryland Railroad Company the next year, actual construction of the Western Maryland had not begun until 1857. Supported by Baltimore merchants who desired to link the city with its agricultural hinterland and recapture trade being siphoned northward by the Cumberland Valley Railroad, rural manufacturers also promoted the Western Maryland as a means of providing easier access to Baltimore's markets for their finished goods. Despite this popular support, only 90 miles of rail had been laid during the Western Maryland's first 20 years.

The City of Baltimore financially supported the Western Maryland throughout the late nineteenth century and by the early twentieth century possessed a controlling interest in the railroad. In 1902 the City sold its \$9 million worth of Western Maryland notes to the Fuller Syndicate, a group of financiers associated with George Gould's attempt to create a transcontinental railroad empire. Looking to solidify the city's position in regional trade, the City accepted the Fuller group's price with three conditions: the line would be extended to Cumberland; a coal hauling railroad would be acquired to supply a steady stream of freight; and a tidewater port would be established at or near Baltimore for the trans-shipment of goods (Cook and Zimmerman 1981:35-37, 41-44).

By 1906 Gould and the Fuller group had completed the terms of the sale. The West Virginia Central & Pittsburgh Railroad, a coal and lumber hauling line serving West Virginia's northeastern counties, had been acquired, providing access to 135,000 acres of coal and timber land, 23 mining plants, 823 coke ovens, eight stores, and 542 workers' houses. Most of these properties were subsequently leased to the Davis Coal & Coke Company (Williams 1952:97). The Western Maryland also began construction of the Port Covington terminal and its associated coal and merchandise piers along the Chesapeake Bay south of Baltimore. The port eventually included 185 acres of shipping and rail facilities, a 2,500-rail car storage yard, an elevator and storage bins capable of handling five million bushels of grain, two coal dumpers, and a three-crane ore pier (Leilich ca. 1985:74-75). The Western Maryland's 60-mile extension from Big Pool, Maryland, to Cumberland connected the rail line with the West Virginia Central's coal and timber resources and the coal mines of the Georges Creek and Jennings Run valleys of northwestern Allegany County. The Cumberland extension's completion established the Western Maryland as a major regional coal line (Cook and Zimmerman 1981:35-44). Documenting its role in the development of Allegany County and Maryland, a 34-mile portion of the Big Pool-Cumberland extension between mileposts 126 and 160 was listed in the National Register in the early 1980s (MIHP #AL-1-74). By the end of 1906 the Western Maryland system consisted of approximately 541 miles of track (Williams 1952:97).

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Gould and the Fuller syndicate overextended their financial base while attempting to incorporate the Western Maryland into their proposed transcontinental rail system, and the Western Maryland Railroad went into receivership in 1908. A reorganized Western Maryland Railway Company (WMRY) acquired the Railroad company's assets the next year. Plans developed by managers under the Fuller syndicate's tenure for the extension of the rail line to Pittsburgh were subsequently put into motion by the new WMRY. Under the auspices of its subsidiary Georges Creek & Cumberland, the WMRY began construction of a line to Connellsville, Pennsylvania, in 1910 that ultimately joined with the Pittsburgh & Lake Erie and the New York Central railroads. These two lines provided the Western Maryland with entry into the markets of the Great Lakes and upper Midwest and helped transform the WMRY from a regional coal hauler into a intraregional trunk line (Cook and Zimmerman 1981:49).

The Carter Construction Company, under contract to the GC&C, began construction of the Connellsville extension in 1910 (Wongus 1995:6). Subsequently known as the Connellsville Subdivision, the work entailed upgrading the former GC&C at City Junction, beginning approximately adjacent to the Cumberland Hydraulic Cement and Manufacturing Company (Figure 7), and double-tracking the existing GC&C line between City Junction and the western end of the Narrows. This latter improvement required blasting a wider terrace along the southern side of the Narrows. After building a double-span iron truss bridge over Braddock Run, the National Road (US Route 40), the Eckhart Branch railroad, and a county road located at the mouth of Braddock Run, the rail line extended northward toward the mouth of Jennings Run. A cut through the mountain for the line's first horseshoe curve, a lefthand eight-degree curve extending over 2,000 feet in length, opened Bone Cave, an important local landmark and site of prehistoric animal fossils. Some authorities believe the cave to contain some of the most important fossil deposits in the United States (Williams 1952:2).

Another horseshoe curve adjacent to the Helmstetter Farm carried the line through a 1.47 grade on a seven-degree righthand curve for over 2,200 feet and led to the concrete-lined Brush Tunnel through Piney Mountain. On a side-hill cut above the Jennings Run valley, a water tower and 40-car storage siding were built at the village of Lap (Wongus 1995:7). The WMRY also served the Georges Creek Coal Mining Company's Lap Mine tipple from a siding west of the village, composed of four buildings, in 1919 (WMRY 1919). A short distance further west, the line began its final horseshoe curve, an eight-degree righthand curve on a 1.43 percent grade nearly 2,500 feet long at Woodcock Hollow. The line then passed above Mount Savage and the villages of Slabtown and Morantown prior to proceeding past the C&P's Switch No. 9 and the Consolidation Coal Company's Mine No. 9 (Wongus 1995:7-9). The New York Mining Company erected the village of Slabtown for workers at its nearby coal mine (MIHP #AL-V-A-246). The adjacent "Sheridan Siding" served the New York Mining Company's tipple in 1919 (WMRY 1919). A large one-story brick combination passenger and freight station was built east of the line's crossing of New Hope Road northeast of Frostburg (Wongus 1995:12). Frostburg Station also included a water tower, a toilet/wash building, and a radio base station in 1919 (WMRY 1919).

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Extending northward toward the Pennsylvania state line along the eastern face of Big Savage Mountain, the railroad crossed over a tram road, which carried clay from borrow pits west of the rail line three miles southeastward to the Union brickworks at Allegany (also known as Zihlman), passed through the Borden Tunnel, and ran under another tram line linking the Mount Savage brickworks with clay mines located west of the railroad. The Borden Tunnel was the longest double-track tunnel in Allegany County (Ware et al. 1991:234). A short distance north of the state line in Pennsylvania, the Connellsville extension reached its summit at 2,350 feet above sea level in the Big Savage Mountain Tunnel (Wongus 1995:12).

With a maximum westward grade of 1.75 percent, and built upon stone ballast with 130- to 132-pound rails, the WMRY provided the shortest distance between Baltimore and Pittsburgh and the lowest grade of any line crossing the Alleghenies designed to handle heavy freight traffic. The entire line was double-tracked between Cumberland and the Big Savage Tunnel to facilitate the movement of goods up the mountain grade (Killough 1940:44-46, 61). Many of the features from the Connellsville Subdivision's construction still remain on the landscape.

Figure 8 depicts the Western Maryland Railway in Cumberland in the year 1921. Proceeding eastward from City Junction, the WMRY passed the northern side of the former Cumberland Hydraulic Cement and Manufacturing Company before going under Valley Street and proceeding past the Union Tanning Company. A large complex (Figure 9) primarily enclosed by the Wharf Branch on the southwest, the B&O Viaduct on the southeast, the WMRY on the northeast, and the Valley Street Bridge on the northwest, the tannery also maintained storage sheds on the eastern side of the Viaduct. Buchanan Lumber now operates in the one surviving building from the earlier Union Tanning complex. Southeast of the Viaduct the WMRY served the Hirsch Brothers Leather warehouse, the Queeno Company (makers of nonalcoholic beer), the Cumberland Brick Company, and the Potomac Glass Company. Figure 10 shows this area after the German Brewing Company built atop the sites of the Cumberland Brick Company and the Potomac Glass Works in 1936 and formed the Queen City Brewing Company. Valuation office track maps from 1919 depict a landscape along the WMRY in Cumberland similar to that shown on the 1921 map. The City Junction yard featured six storage tracks and a yard house (WMRY 1919).

At the Connellsville line's completion, the WMRY reported in its Annual Report that "the construction of your Cumberland-Connellsville Line, resulting in the transformation of your system from a local railway to a seaport terminal link in one of the largest railway systems in the country, demanded an extensive program of adjustment, improvement and betterment work, which involved practically a rehabilitation of your lines and terminals between Cumberland and Baltimore" (WMRY 1913:11). Known as the 1912 Improvement Plan, the WMRY updated facilities throughout its system, including new stations at Cumberland and Hagerstown, and greatly expanded its yards at Ridgely, south of Cumberland, and Hagerstown (Williams 1952:103). Both the Hagerstown (MIHP #WA-HAG-2) and the Cumberland (MIHP #AL-IV-A-027) stations are listed in the National Register.

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Although known principally as a coal hauling railroad, the WMRY attempted to institute premier passenger service between Baltimore and Chicago with the opening of the Connellsville line. The Chicago Limited and Baltimore Limited began service in 1913. Agreements with the Pittsburgh & Lake Erie and New York Central provided through service on their lines. The Limiteds featured Pullman sleepers, diner cars, parlor cars, and club cars. Although competitive with the B&O's premier passenger service both in terms of price and duration of trip, the WMRY's Limiteds were abandoned in 1917 (Cook and Zimmerman 1981:241; Williams 1952:97).

Figure 11 depicts northwestern Allegany County and the WMRY Connellsville Subdivision in 1950 on the cusp of an extended period of decline. In 1952 the WMRY system contained over 1,200 miles of mainline track, branch lines, and leased tracks stretching across Maryland, West Virginia, and Pennsylvania (Williams 1952:1-5). The Connellsville line featured six- and 15-car sidings on either side of the Market Street Bridge in Cumberland, a 61-car siding at Lap, an eight-car siding at Frostburg, and a seven-car track south of the Borden Tunnel (WMRY 1954).

Although the WMRY's acquisition of the C&P in 1944 further enhanced WMRY's image as a coal hauler, at the end of World War II coal shipments began to decline steadily, forcing the railroad to develop additional revenue sources. The line started carrying truck trailers piggyback in the 1950s. A new Pittsburgh Plate Glass facility in Cumberland provided further freight. The WMRY began touting its "Fast Freight" line as part of "Alpha Jet" service. Part of the "Alphabet Route" of railroads, named for the numerous letters composing the many participants' initials, the WMRY's Connellsville line became a segment of a through freight line linking Philadelphia and New York City with Chicago, Detroit, and Toledo. The WMRY also became one of the first major railroads to change its entire fleet of locomotives to diesels in 1954. The railway also installed Centralized Traffic Control (CTC) systems, colored-light signals, and hardened rail on curves in order to further increase its freight hauling efficiency (Cook and Zimmerman 1981:52, 61, 65, ix). The CTC system also permitted the WMRY to remove one of its dual tracks along the Connellsville line. The railway maintained a four-mile passing siding on the hillside overlooking Mount Savage with signal towers marking each end (Wongus 1995:9). Despite these attempts to control revenues, WMRY's revenue opportunities were limited by modern developments, such as the opening of the Great Lakes region to ocean-going vessels with the St. Lawrence Seaway and the increase in freight shipping by trucks with the expansion of the interstate highway system (Leilich ca. 1985:84).

The B&O had purchased a controlling interest in the WMRY in 1927 but had been required by the Interstate Commerce Commission to place its voting block in trust in order to ensure the competitive balance among the major railways in the region. Mirroring a national trend toward large regional rail carriers begun in the late 1950s, the WMRY co-applied with the B&O to merge their operations in the early 1960s. The B&O assumed management control of the WMRY in 1973 and began abandoning redundant rail lines and eliminating repetitive services. Among the lines determined unnecessary was the Connellsville Subdivision north of Frostburg. The tracks were removed from this part of the WMRY in 1976. Completely merged into the B&O and its parent Chessie System, the WMRY ceased to exist as an operating railway in 1983 (Leilich

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ca. 1985:82-83). The Western Maryland Scenic Railroad now operates a tourist railway between Frostburg and Cumberland. The Allegany County Department of Community Services is currently undertaking plans to develop the entire Connellsville line between Cumberland and the state line as part of the Allegheny Highlands Trail linking Cumberland and Pittsburgh.

Documenting the transportation trends related to Allegany County and western Maryland's development during the late nineteenth and twentieth centuries, the Western Maryland Railway Connellsville Subdivision Historic District is eligible for the National Register of Historic Places under Criterion A, associations with broad patterns of history. Composed of the former right-of-way and associated railroad-related resources within the right-of-way, the district possesses good integrity of location, design, setting, feeling, and association. Related resources previously listed in the National Register, but not encompassed within this district, include the Western Maryland Railway Right-of-Way, Milepost 126 to Milepost 160 (MIHP #WA-VI-047 and AL-I-74), the Cumberland Station (MIHP #AL-IV-A-027), the Hagerstown Station (MIHP #WA-HAG-2), the Union Bridge Station (MIHP #CARR-13), and Western Maryland Railway Steam Locomotive #202 (MIHP #WA-HAG-60). Contributing elements previously documented by the Maryland Historical Trust include the Borden Tunnel (MIHP #AL-V-A-126), the Brush Tunnel (MIHP #AL-V-B-134), and Bridge Number 1679 (MIHP #AL-V-B-151). The nine buildings and five structures comprising noncontributing elements within the boundaries of the district include eight buildings located between the Wharf Branch and the Connellsville Subdivision associated with Buchanan Lumber and the Construction Corporation, the WMRY bridge over Wills Creek adjacent to Baltimore Street, the Market Street Bridge over the WMRY, the B&O Viaduct over the WMRY, the Valley Street Bridge over the WMRY, and the Parkersburg Road Bridge over the WMRY. These 14 non-contributing buildings and structures either do not meet the National Register's 50-year age criterion or do not relate to the WMRY.



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MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:	WESTERN MARYLAND
Chronological/Developmental Period(s):	INDUSTRIAL/URBAN DOMINANCE, AD 1870-1930 MODERN PERIOD, AD 1930-PRESENT
Prehistoric/Historic Period Theme(s):	TRANSPORTATION
Resource Type:	
Category:	DISTRICT
Historic Environment:	URBAN SUBURBAN RURAL
Historic Function(s) and Use(s):	TRANSPORTATION/rail-related
Known Design Source:	NONE

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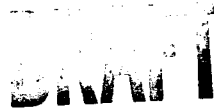
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Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section 9 Page 20

Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

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Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section 9 Page 22

Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

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National Park Service

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CONTINUATION SHEET**

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Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

UTM REFERENCES

The following UTM points defining the Western Maryland Railway Connellsville Subdivision linear historic district are depicted on Figures 12 and 13.

	ZONE	EASTING	NORTHING	FEATURE
A	17	691795	4391180	Baltimore Street grade crossing, Cumberland
B	17	689435	4393290	WMRY Bridge over Braddock Run and US Route 40
C	17	689740	4395560	Bone Cave (approximate)
D	17	688270	4394100	Cash Valley Road grade crossing
E	17	687430	4395330	South portal Brush Tunnel
F	17	683840	4394465	Woodcock Hollow Road grade crossing
G	17	681790	4395340	Patty Baker Road grade crossing
H	17	681640	4394280	Trimble Road grade crossing
I	17	680650	4393330	Parkersburg Road Bridge over WMRY
J	17	678240	4391800	WMRY Bridge over New Hope Road
K	17	677890	4392350	WMRY Bridge over Mount Savage Road
L	17	678265	4394780	WMRY Bridge over former tram line
M	17	678515	4395190	North portal Borden Tunnel
N	17	679815	4398880	Maryland-Pennsylvania state line

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 24

Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

VERBAL BOUNDARY DESCRIPTION

National Register boundaries for the Western Maryland Railway Connellsville Subdivision Historic District consist of the rail line's former right-of-way located between the north side of the Baltimore Street grade intersection in Cumberland and the Maryland-Pennsylvania state line as depicted on Figures 1 and 2. The right-of-way's width varies between 100 and 150 feet. The boundary also encompasses the right-of-way of the former Wharf Branch located south of the Connellsville Subdivision between the former B&O Viaduct and the City Junction yard area in western Cumberland.

BOUNDARY JUSTIFICATION

The National Register boundaries described above encompass the historic right-of-way of the Connellsville Subdivision and its surviving associated resources in Allegany County possessing good integrity of location, design, setting, feeling, and association.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section ____ Page 25

Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

PROPERTY OWNERS

Maryland Mass Transit Administration

Cumberland Cement & Supply Company, P.O. Box 3365, LaVale, Maryland 21504

Leonard M. Kline, P.O. Box 899, Cumberland, Maryland 21502

Interstate Amiesite Co., c/o I A Construction, P.O. Box 8, Concordville, Pennsylvania 19331

City of Cumberland

Moran Coal Co., Inc., Westernport, Maryland 21562

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section ____ Page 26

Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

PHOTOGRAPH KEY

Photo #	Description
1	WMRY, Looking Southeast from Valley Street Bridge
2	WMRY, Looking North from Dakota Avenue
3	WMRY, Looking North from North of Mount Savage Road Bridge
4	Former Wharf Branch, Looking Northwest from Valley Street
5	Baltimore Street grade crossing, Looking North
6	WMRY, Looking Northwest from Western Side of Wills Creek Bridge, Cumberland
7	WMRY, Looking North from Western Side of US Route 40 Bridge over Wills Creek
8	Environmental of Helmstetter's Curve, Looking Southwest
9	Environmental of Mount Savage, Looking Northwest
10	Western Side of New Hope Road, Looking Southwest
11	Southern Elevation of WMRY Bridge over Wills Creek, Cumberland, Looking North
12	Northeastern Elevation of WMRY Bridge over Braddock Run and US Route 40, Looking West
13	Southeastern Elevation of WMRY Bridge over Former Cumberland & Pennsylvania Railroad, Looking Northwest
14	Southern Elevation of WMRY Bridge over New Hope Road, Looking North
15	Northeastern Elevation of WMRY Bridge over Mount Savage Road, Looking Southwest
16	Northwestern Elevation of WMRY Bridge over Tram Road, Looking Southeast
17	Western Elevation of WMRY Box Culvert over Stream, Looking East

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section ____ Page 27

Western Maryland Railway Connellsville Subdivision
Allegany County, Maryland

Photo #	Description
18	Northwestern Elevation of Former Georges Creek & Cumberland Railroad Bridge over Wills Creek, Looking Southeast
19	Southern Portal, Brush Tunnel, Looking North
20	Southeastern Elevation of Market Street Bridge over the WMRY, Looking West
21	Southeastern Elevation of Former Baltimore & Ohio Viaduct over the WMRY and Wills Creek, Looking North
22	Western Elevation of Former Cumberland & Pennsylvania Bridge over WMRY, Looking East
23	Former Bridge Abutment, Eastern Side of WMRY South of Pennsylvania State Line, Looking Northeast
24	Cash Valley Road Grade Crossing, Looking North
25	Southeastern Elevation of Telltale Height Gauge Northwest of Market Street, Looking Northwest
26	Eastern Elevation of Signal Tower West of Parkersburg Road, Looking West
27	Switch Northwest of Valley Street, Looking Southeast
28	Switch Southwest of Patty Baker Road, Looking Southwest
29	Milepost North of Cash Valley Road Crossing, Looking West
30	Southeastern and Northeastern Elevations of Hirsch Bros. Hides, Looking West
31	Northwestern and Southeastern Elevations of German Brewing Company, Looking East

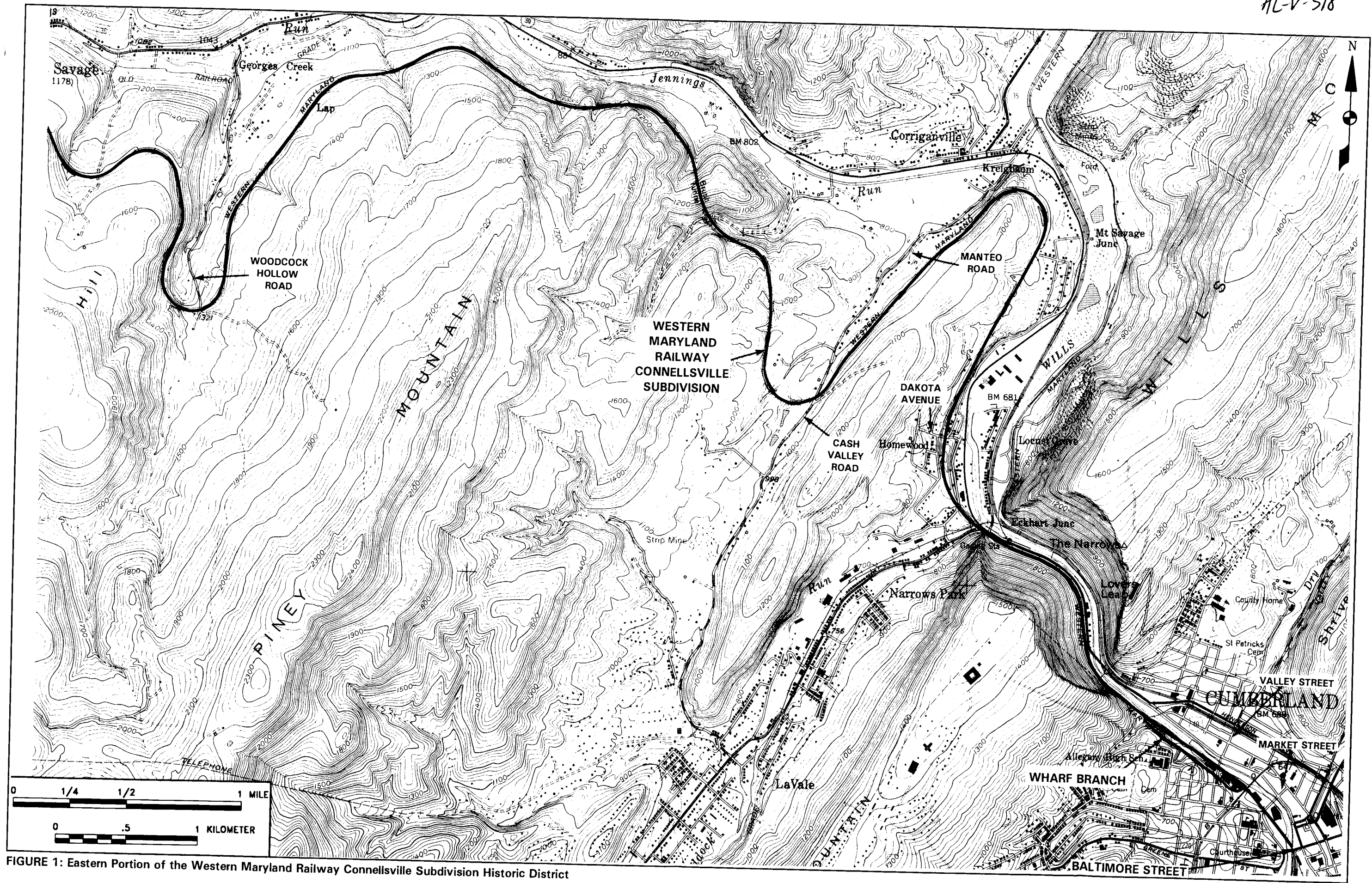
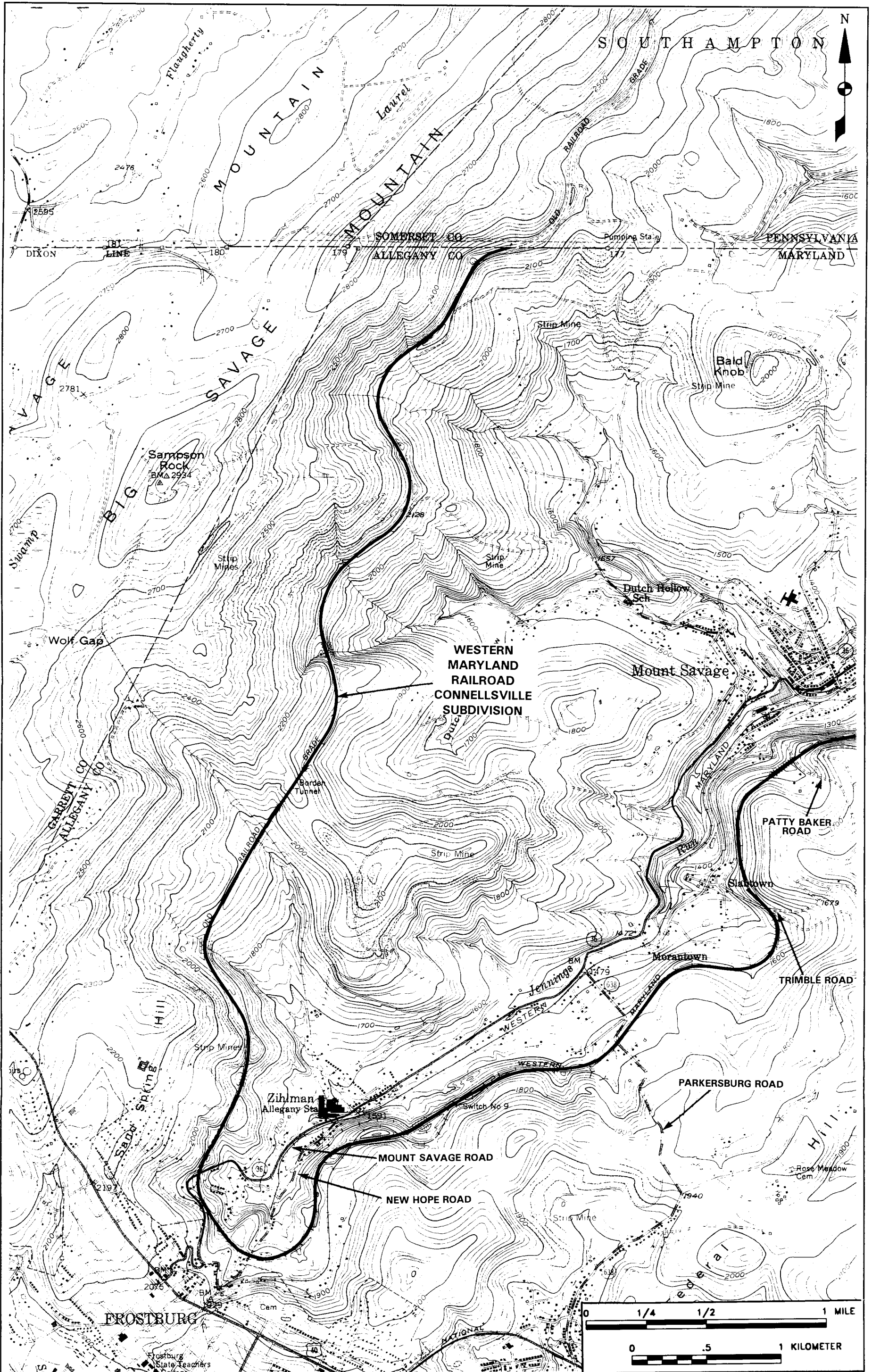


FIGURE 1: Eastern Portion of the Western Maryland Railway Connellsville Subdivision Historic District



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FIGURE 2: Western Portion of the Western Maryland Railway Connellsville Subdivision Historic District

SOURCE: USGS 1981b

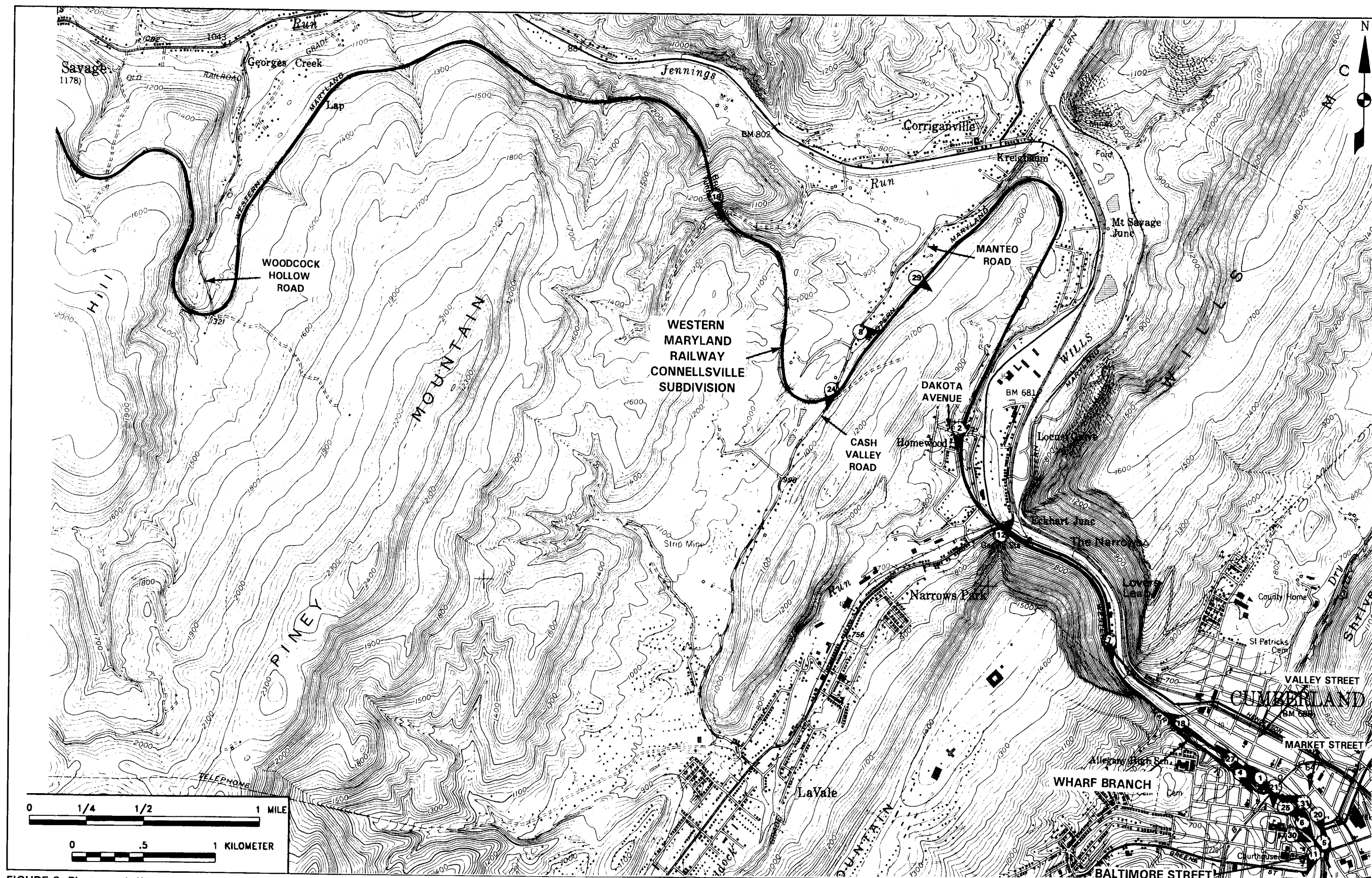


FIGURE 3: Photograph Key, Eastern Portion of the Western Maryland Railway Connellsville Subdivision Historic District

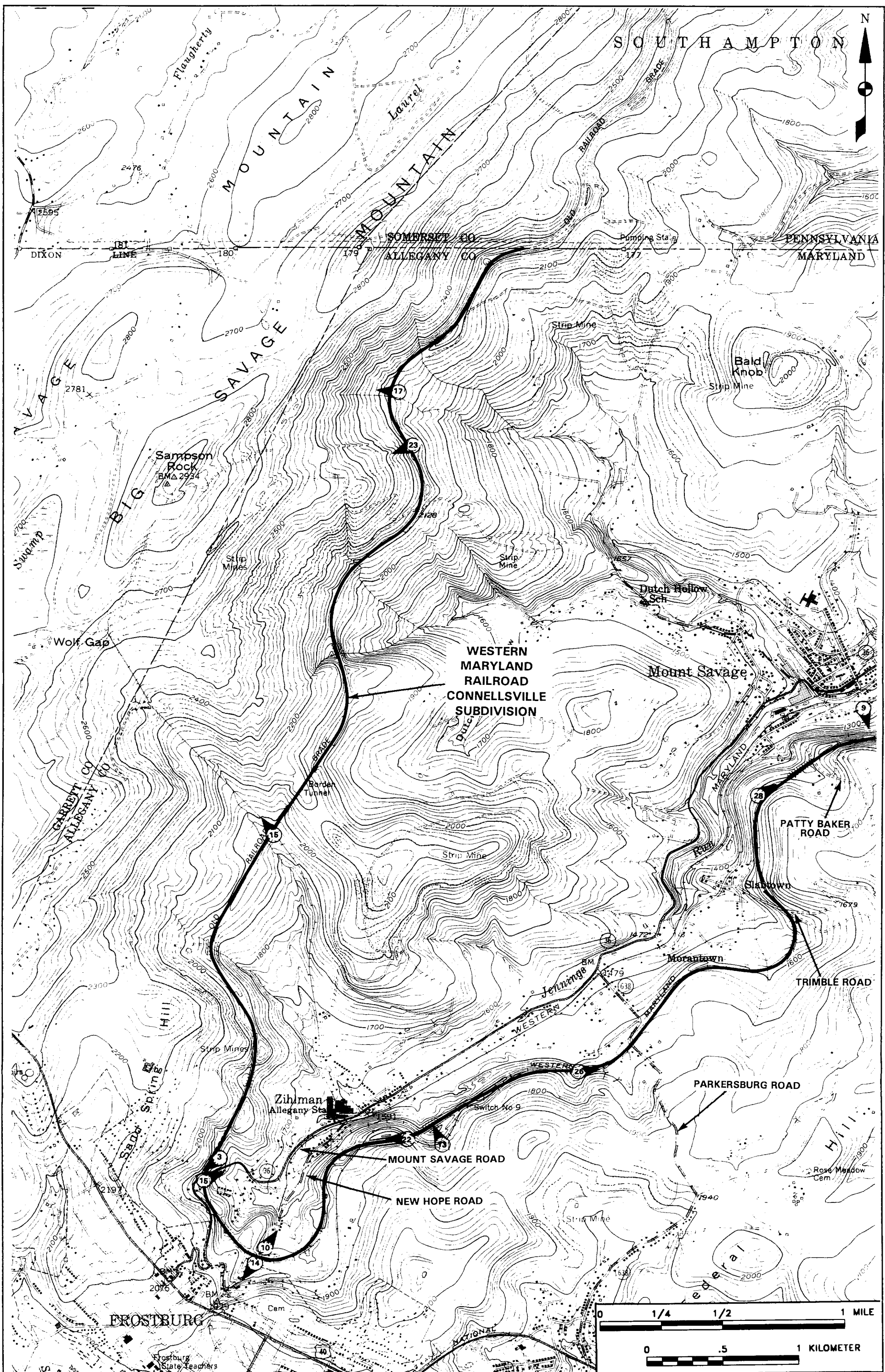


FIGURE 4: Photograph Key, Western Portion of the Western Maryland Railway Connellsville Subdivision Historic District

SOURCE: USGS 1981b

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12-V-318

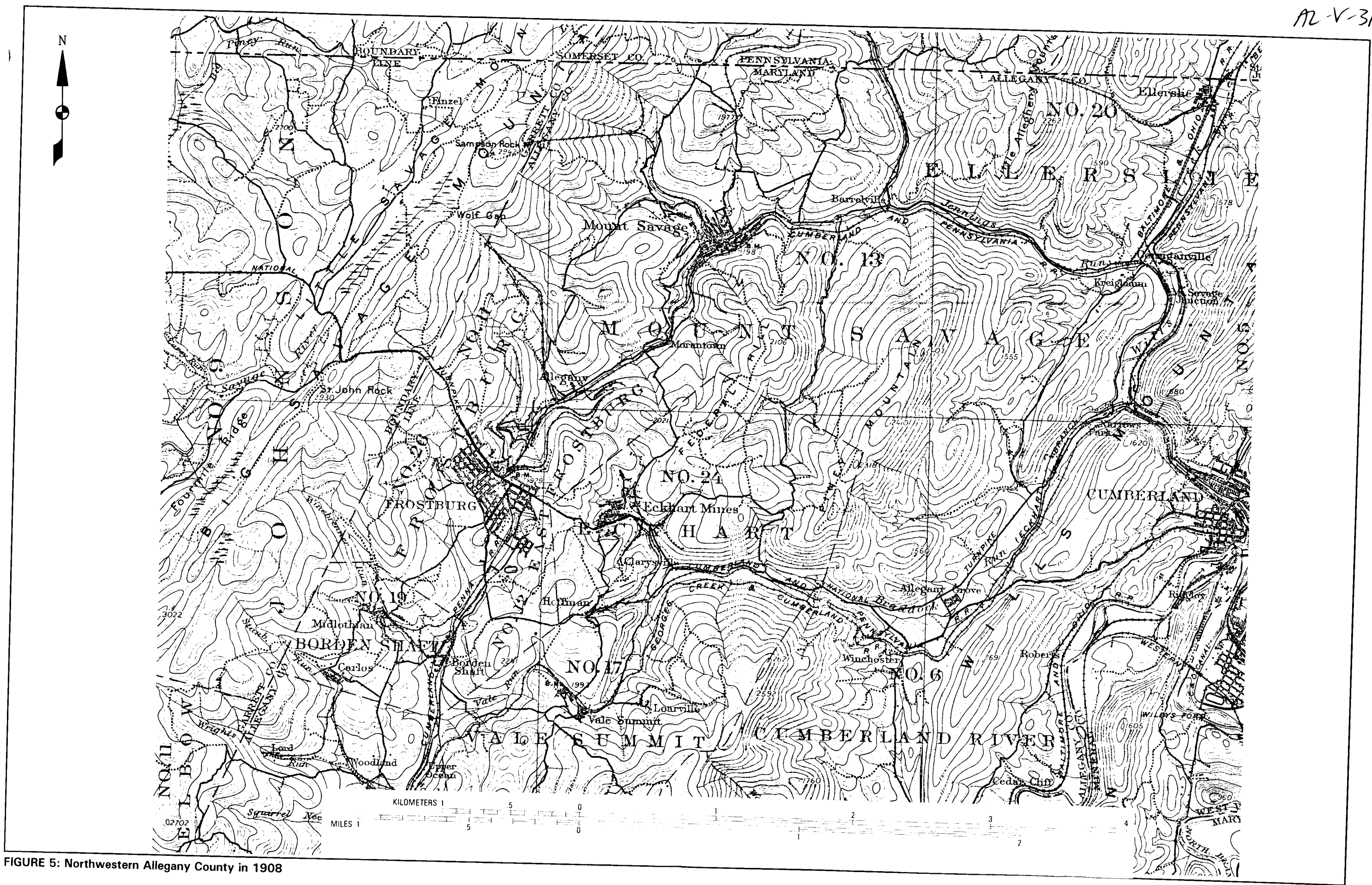


FIGURE 5: Northwestern Allegheny County in 1908

SOURCE: USGS 1908

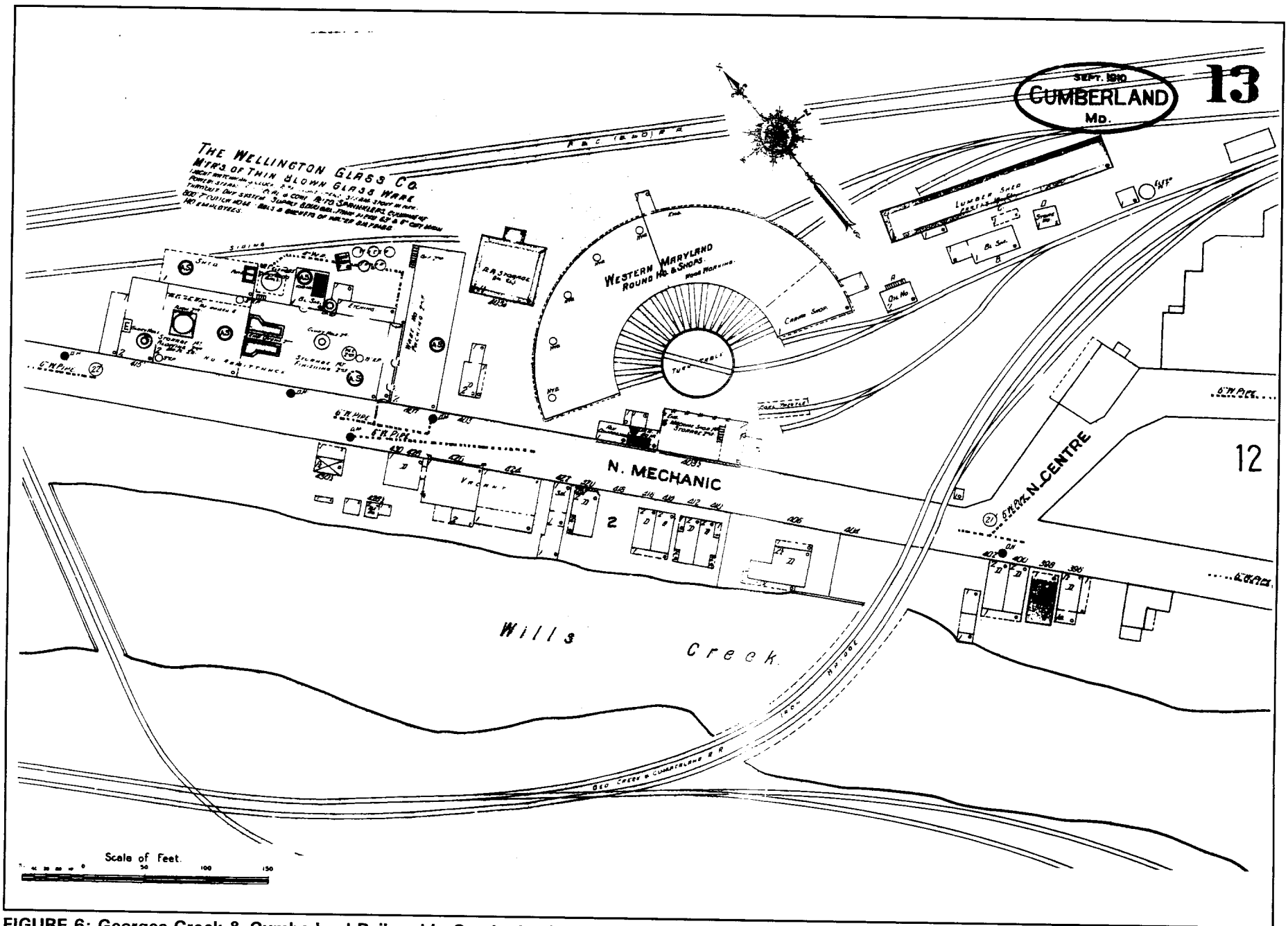


FIGURE 6: Georges Creek & Cumberland Railroad in Cumberland

SOURCE: Sanborn 1910

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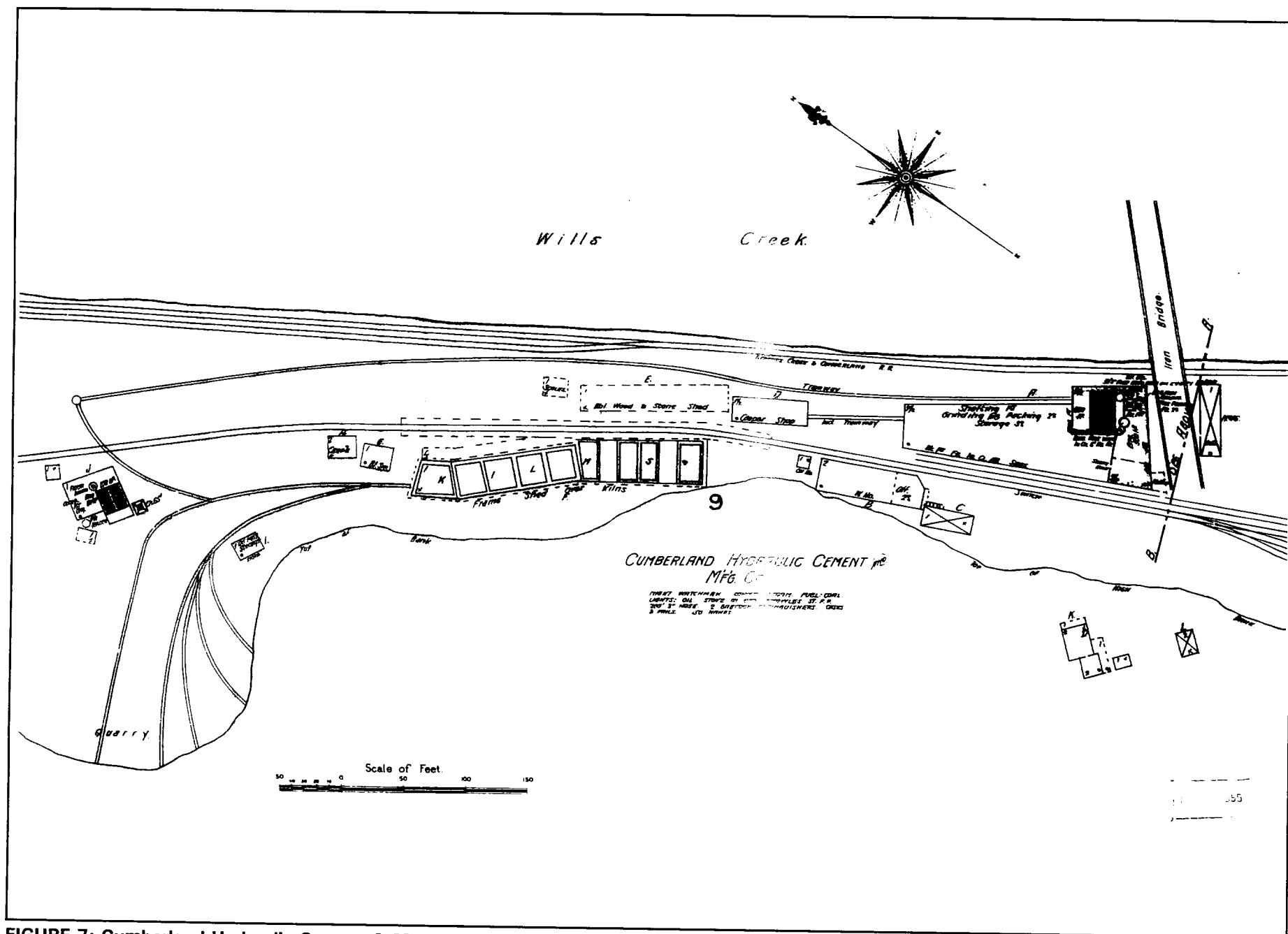


FIGURE 7: Cumberland Hydraulic Cement & Manufacturing Co.

SOURCE: Sanborn 1892

**MAP OF CONGESTED DISTRICT
OF
CUMBERLAND, MD.
- 1921 -**

SANDRUM MAP CO.
Scale 2000 to an inch

KEY -

- Fire Hydrant
- Fire Alarm Box
- Fire Engine House
- Fire Engine Shed

WHARF BRANCH

WESTERN MARYLAND RAILWAY

scale reduced

SOURCE: Sanborn 1921

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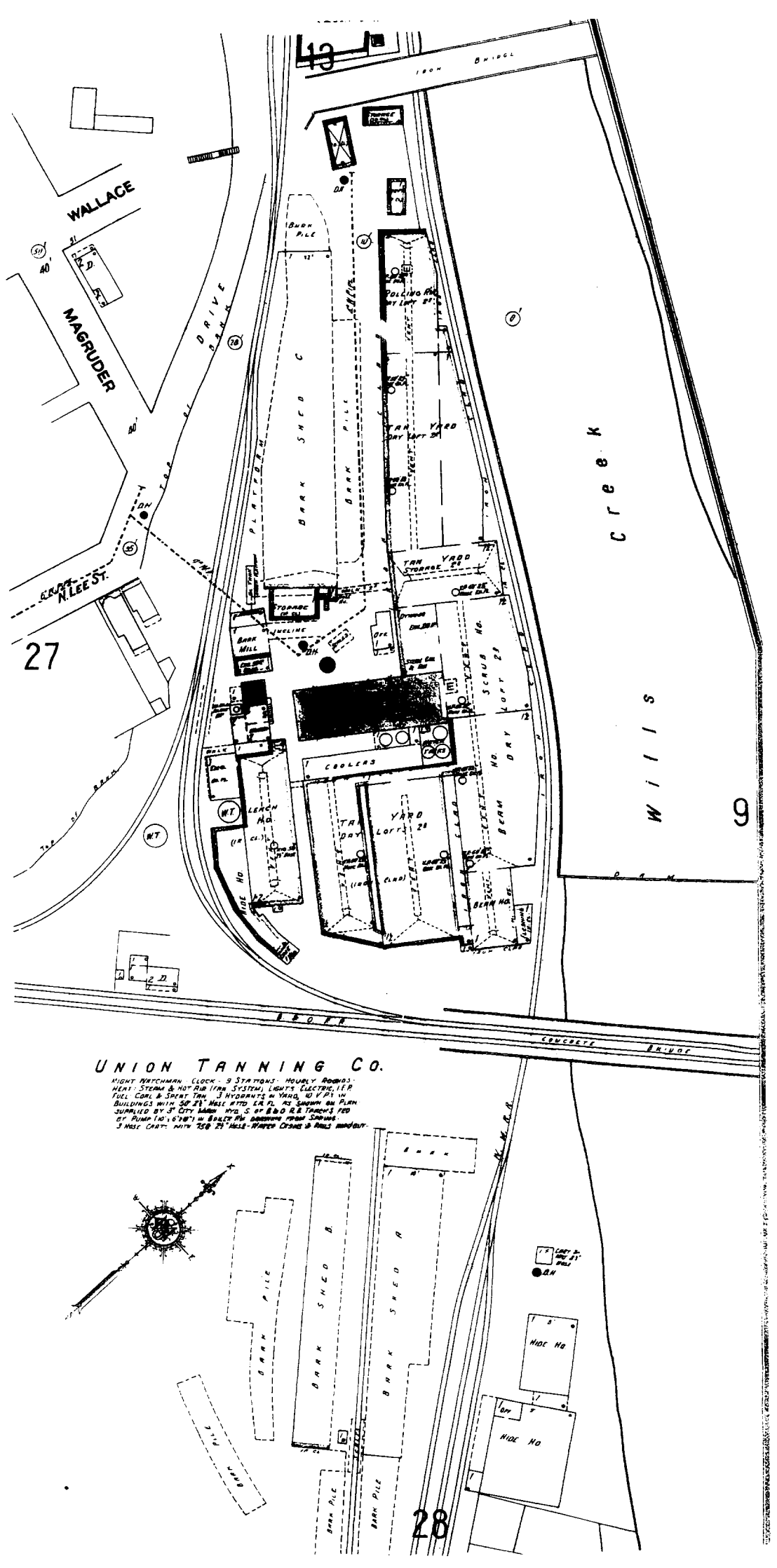


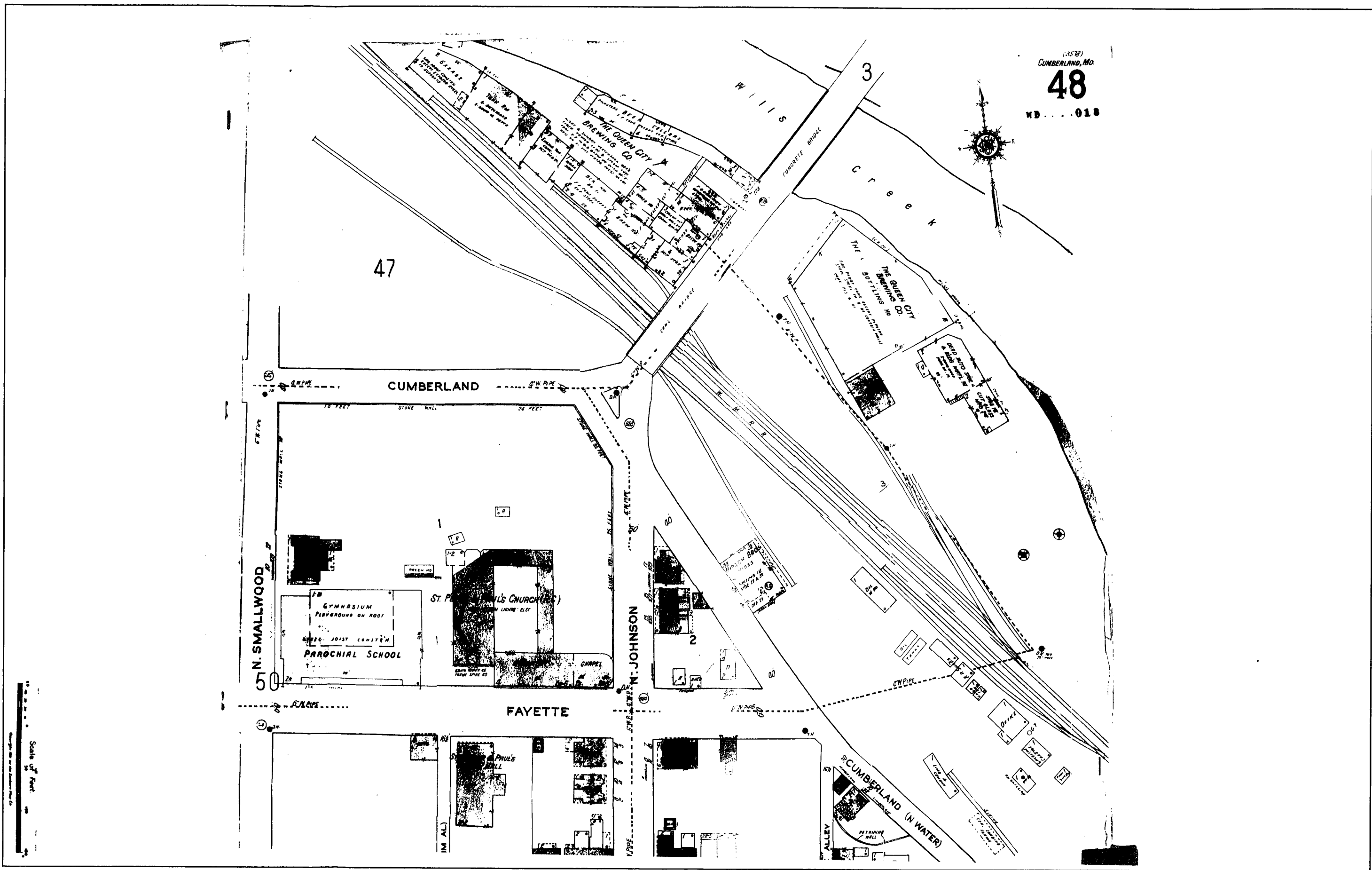
FIGURE 9: Union Tanning Company

Scale of Feet
0 10 20 30 40 50 60 70 80 90 100

SOURCE: Sanborn 1910

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FIGURE 10: Hirsch Bros. Hides and the Queen City Brewing Company



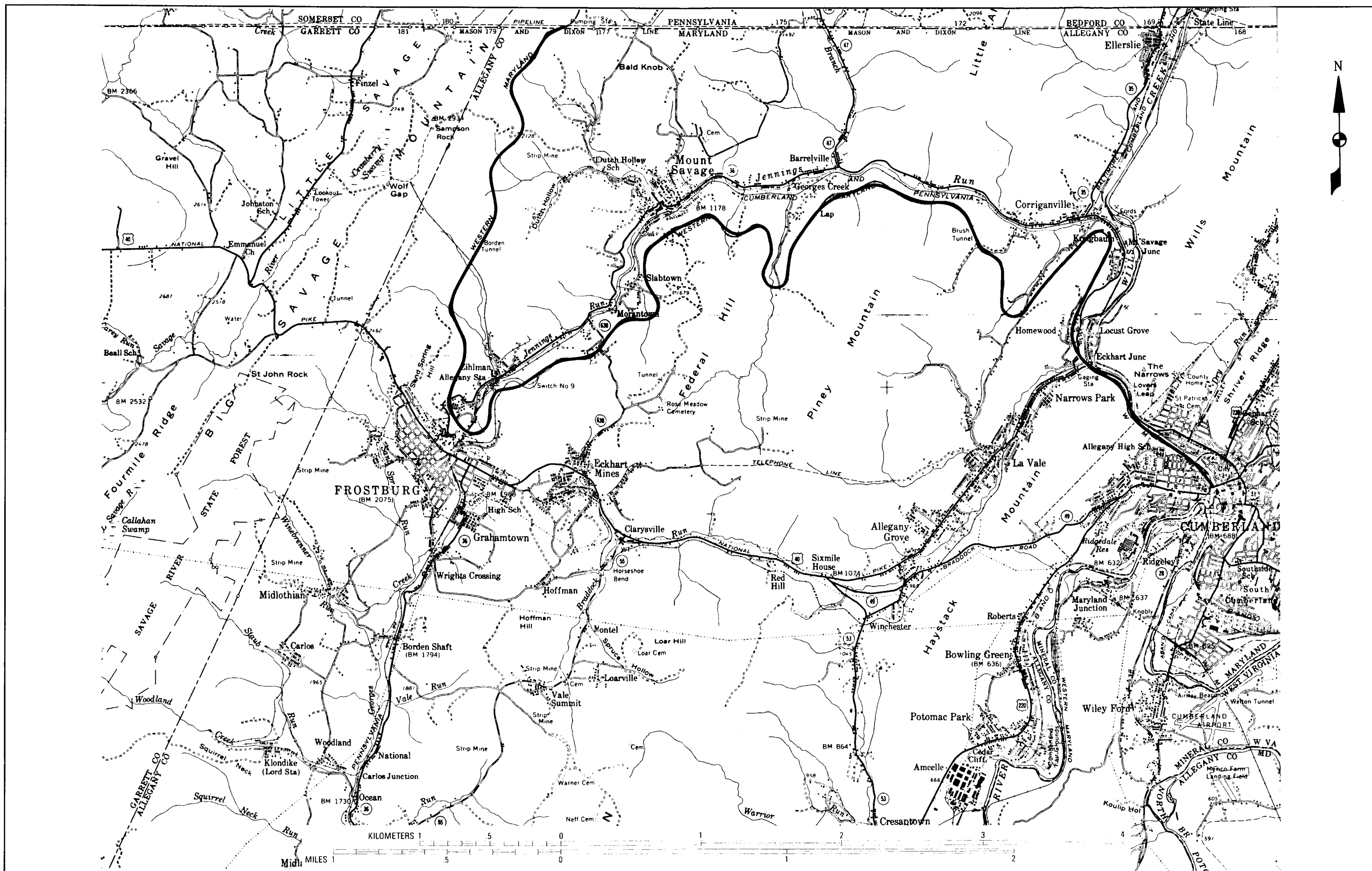


FIGURE 11: Northwestern Allegany County in 1950

SOURCE: USGS 1950

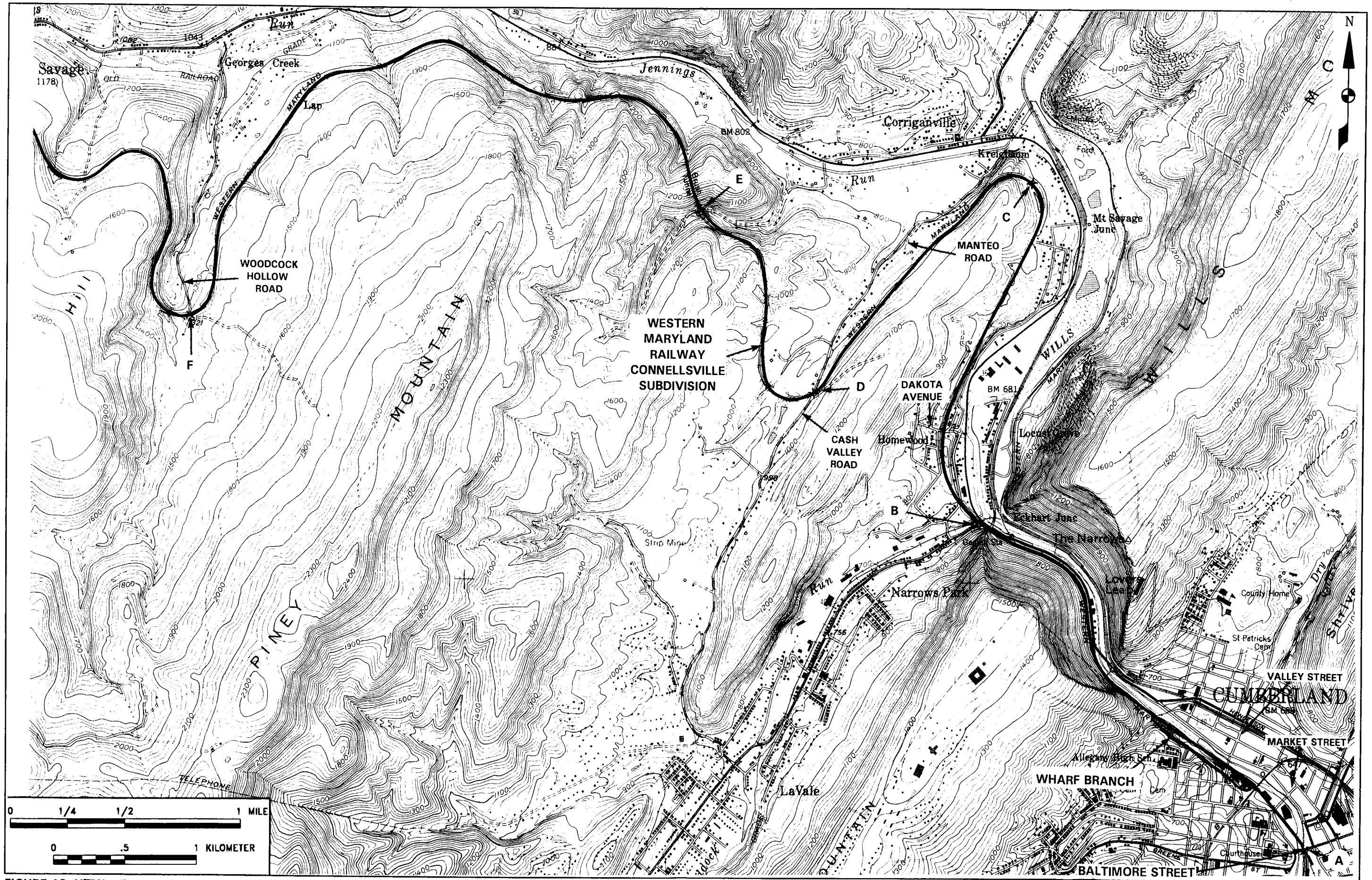
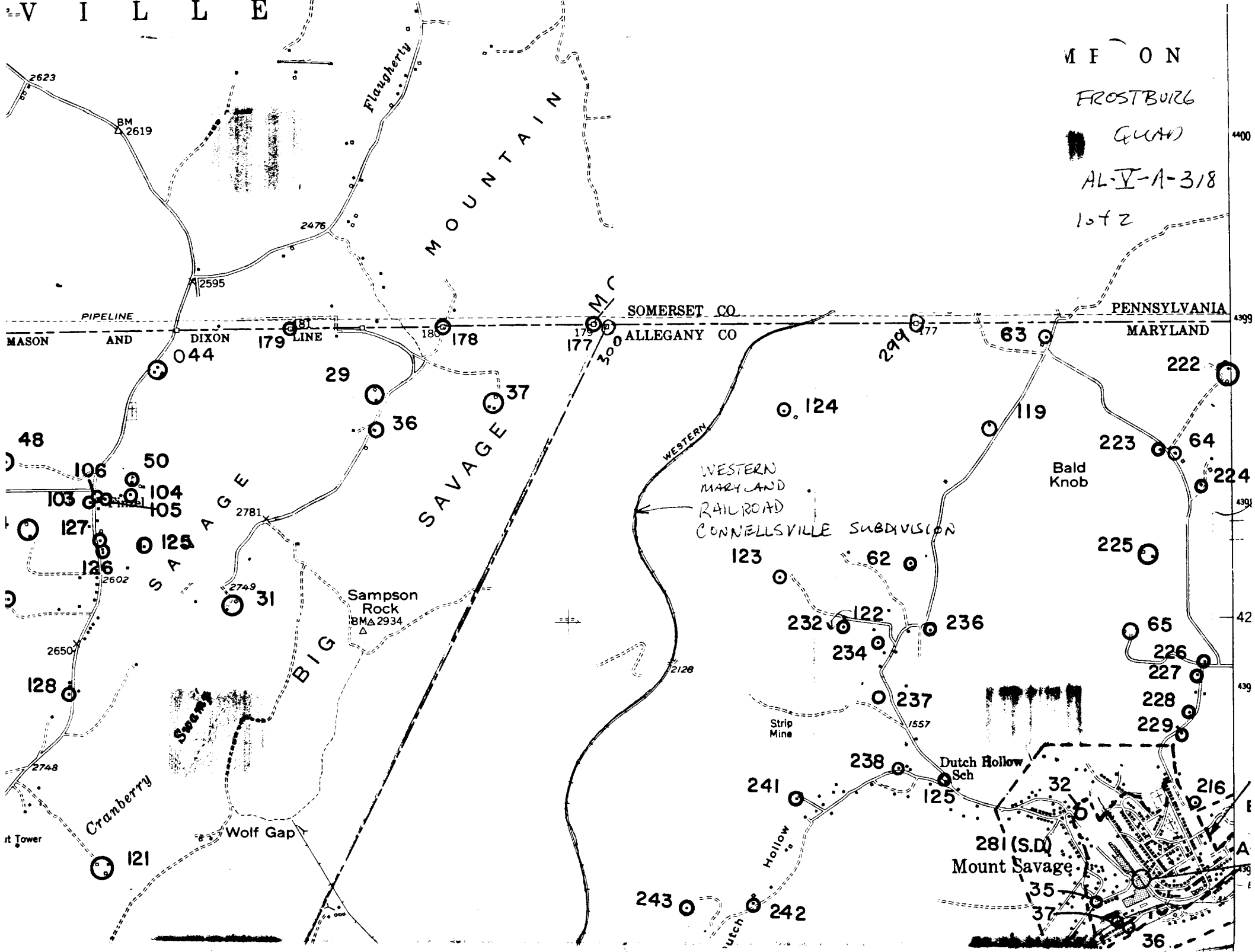
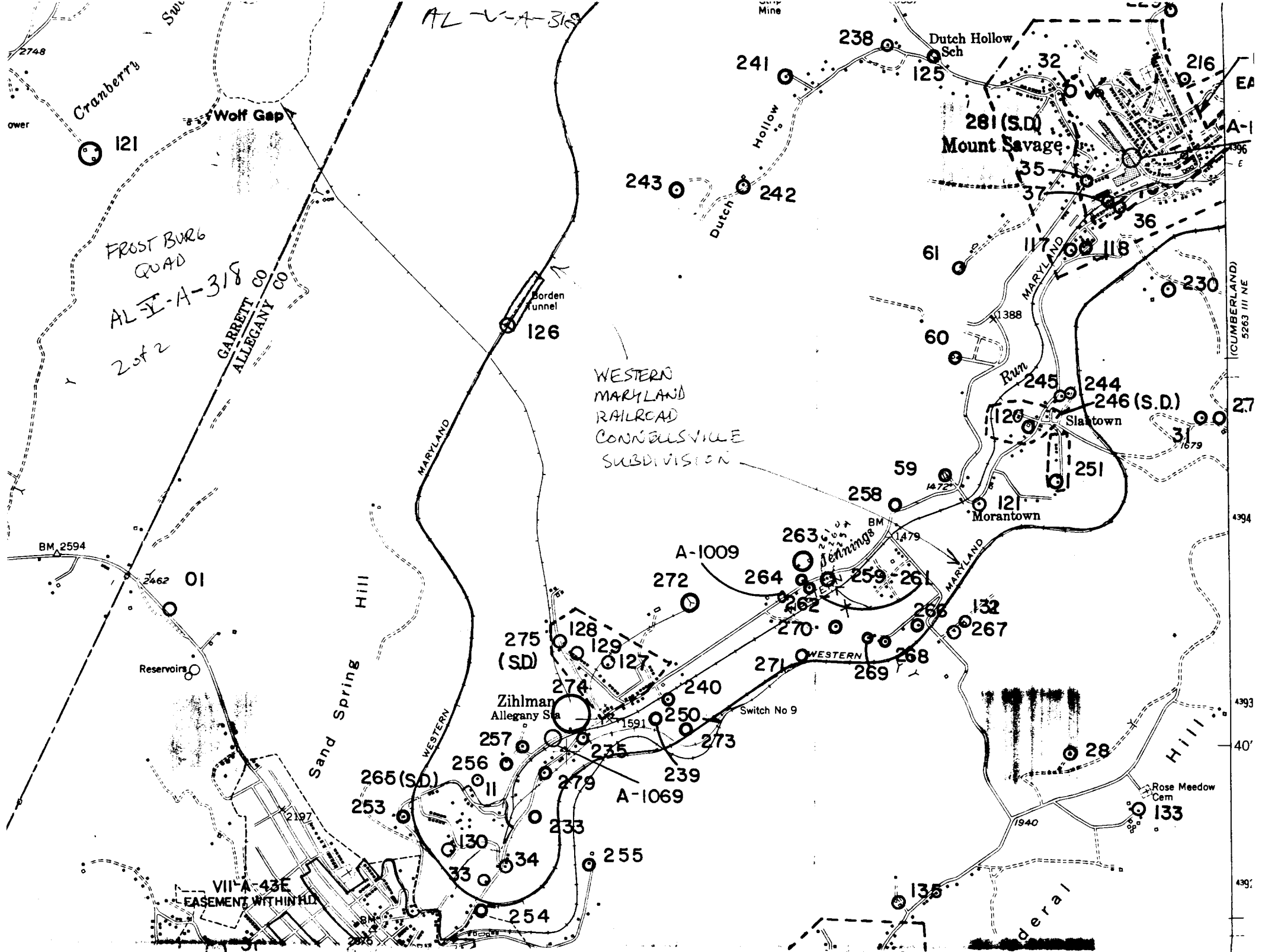
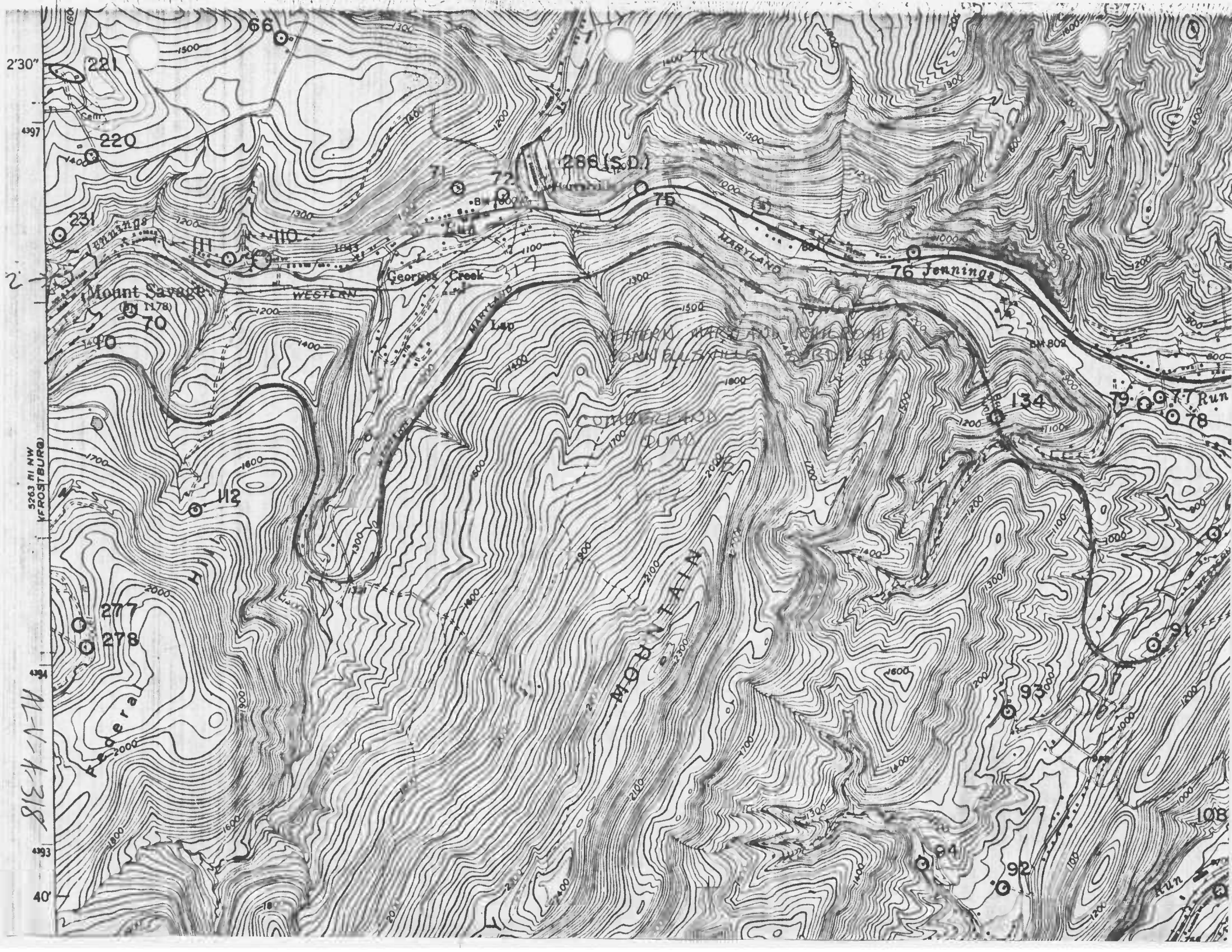


FIGURE 12: UTM's, Eastern Portion of the Western Maryland Railway Connellsville Subdivision Historic District

10f2







5263 MI NW
(FROSTBURG)

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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION
HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS
WMRY LOOKING SOUTHEAST FROM VALLEY STREET BRIDGE
PHOTOGRAPH 1 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION
HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS
WMRY LOOKING NORTH FROM DAKOTA AVENUE
PHOTOGRAPH 2 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION
HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS
WIMRY LOOKING NORTH FROM NORTH OF MOUNT SAVAGE ROAD BRIDGE
PHOTOGRAPH 3 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION
HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS

FORMER WHARF BRANCH LOOKING NORTHWEST FROM VALLEY STREET
PHOTOGRAPH 4 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS

BALTIMORE STREET GRADE CROSSING LOOKING NORTH

PHOTOGRAPH 5 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO DEPT OF PUBLIC WORKS

WMRY LOOKING NORTHWEST FROM WEST SIDE OF WILLS CREEK BRIDGE,
CUMBERLAND

PHOTOGRAPH 6 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS

WMRY LOOKING NORTH FROM WEST SIDE OF US RT 40 BRIDGE OVER WILLS CREEK
PHOTOGRAPH 7 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS
ENVIRONMENTAL OF HELMSTETTER'S CURVE LOOKING SOUTHWEST
PHOTOGRAPH 8 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT OF PUBLIC WORKS
ENVIRONMENTAL OF MOUNT SAVAGE LOOKING NORTHWEST
PHOTOGRAPH 9 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPT. OF PUBLIC WORKS
WEST SIDE OF NEW HOPE ROAD LOOKING SOUTHWEST
PHOTOGRAPH 10 OF 31

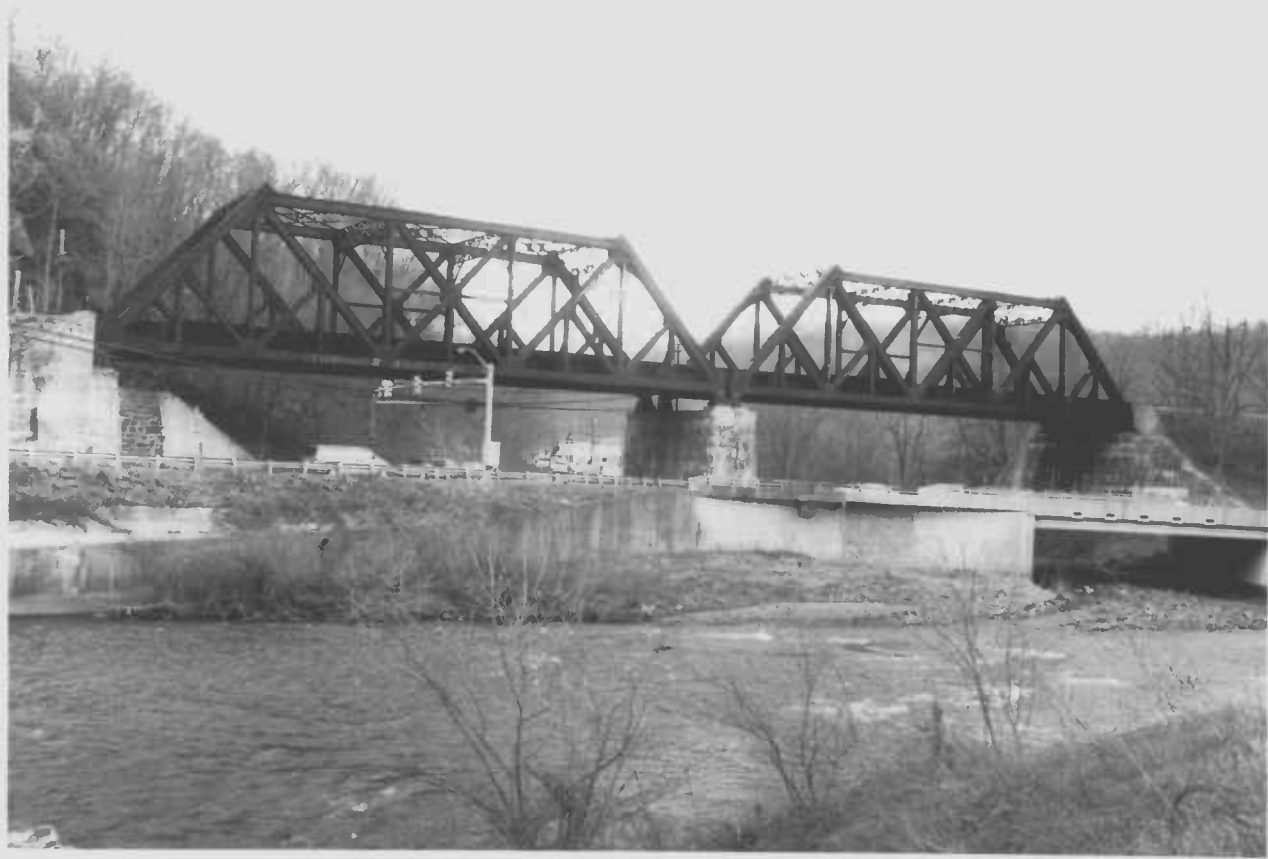


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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY CO. DEPT. OF PUBLIC WORKS
SOUTH ELEVATION WMRY BRIDGE OVER WILLS CREEK, CUMBERLAND,
LOOKING NORTH
PHOTOGRAPH 11 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

NORTHEAST ELEVATION WMRY BRIDGE OVER BRADDOCK RUN & US RT. 40

LOOKING WEST

PHOTOGRAPH 12 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC
DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
SOUTHEAST ELEVATION WMRY BRIDGE OVER FORMER CUMBERLAND
8 PENNSYLVANIA RAILROAD LOOKING NORTHWEST
PHOTOGRAPH 13 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

SOUTH ELEVATION WMRY BRIDGE OVER NEW HOPE ROAD LOOKING NORTH

PHOTOGRAPH 14 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
NORTHEAST ELEVATION WHIRY BRIDGE OVER MOUNT SAVAGE ROAD
LOOKING SOUTHWEST

PHOTOGRAPH 15 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

NORTHWEST ELEVATION WMRY BRIDGE OVER TRAM ROAD LOOKING SOUTHEAST

PHOTOGRAPH 16 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

WEST ELEVATION WMRY BOX CULVERT OVER STREAM LOOKING EAST
PHOTOGRAPH 17 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
~~NEE~~ ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
NORTHWEST ELEVATION FORMER GEORGES CREEK & CUMBERLAND

RAILROAD BRIDGE OVER WILLS CREEK LOOKING SOUTHEAST

PHOTOGRAPH 18 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

SOUTH PORTAL BRUSH TUNNEL LOOKING NORTH

PHOTOGRAPH 19 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
SOUTHEAST ELEVATION MARKET STREET BRIDGE OVER WMRY LOOKING WEST
PHOTOGRAPH 20 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

SOUTHEAST ELEVATION FORMER BALTIMORE & OHIO VIADUCT OVER WIMMY
AND WILLS CREEK LOOKING NORTH

PHOTOGRAPH 21 OF 31



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WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
WEST ELEVATION ELEVATION FORMER CUMBERLAND & PENNSYLVANIA BRIDGE
OVER WMRY LOOKING EAST

PHOTOGRAPH 22 OF 31



AL-V-A-318
WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
FORMER BRIDGE ABUTMENT EAST SIDE OF WMRY SOUTH OF PENNSYLVANIA STATE
LINE LOOKING NORTHEAST

PHOTOGRAPH 23 OF 31



AL-V-A-318

WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

CASH VALLEY ROAD GRADE CROSSING LOOKING NORTH

PHOTOGRAPH 24 OF 31



AL-V-A-318

WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
SOUTHEAST ELEVATION TELLTALE HEIGHT GAUGE NORTHWEST OF MARKET STREET
LOOKING NORTHWEST

PHOTOGRAPH 25 OF 31



AL-V-A-318

WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

EAST ELEVATION SIGNAL TOWER ^{WEST} ~~WEST~~ OF PARKERSBURG ROAD LOOKING WEST

PHOTOGRAPH 26 OF 31



AL-V-A-318

WESTERN MARYLAND RAILWAY CONNEYSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
SWITCH NORTHWEST OF VALLEY STREET LOOKING SOUTHEAST

PHOTOGRAPH 27 OF 31



AL-V-A-318

WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

SWITCH SOUTHWEST OF PATTY BAKER ROAD LOOKING SOUTHWEST

PHOTOGRAPH 28 OF 31



AL-V-H-318

WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON
APRIL 1999

LOCATION OF NEGATIVE ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
MILEPOST NORTH OF CASH VALLEY ROAD CROSSING LOOKING WEST
PHOTOGRAPH 29 OF 31



AL-V-A-318

WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE: ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS

SOUTHEAST & NORTHEAST ELEVATIONS HIRSCH BROS. MIDES LOOKING WEST

PHOTOGRAPH 30 OF 31



AL-V-A-318

WESTERN MARYLAND RAILWAY CONNELLSVILLE SUBDIVISION HISTORIC DISTRICT
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER. STUART PAUL DIXON

APRIL 1999

LOCATION OF NEGATIVE ALLEGANY COUNTY DEPARTMENT OF PUBLIC WORKS
PHOTOGRAPH 31 OF 31

NORTHWEST & SOUTHWEST ELEVATIONS GERMAN BREWING COMPANY LOOKING EAST